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# EXECUTIVE DOCUMENTS .

PRINTED BY ORDER OF

## THE HOUSE OF REPRESENTATIVES

DURING THE

THIRD SESSION OF THE FORTIETH CONGRESS,

1868-'69.

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IN FOURTEEN VOLUMES.

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Volume 1.....	No. 1. Diplomatic: Parts 1 and 2.
Volume 2.....	No. 1. Interior.
Volume 3.....	No. 1. War: Parts 1 and 2.
Volume 4.....	No. 1. Navy, Postmaster General.
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**ACTS OF CONGRESS CREATING A STATISTICAL OFFICE OF THE STATE DEPARTMENT.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be the duty of the Secretary of State to lay before Congress, annually, at the commencement of its session, in a compendious form, all such changes and modifications in the commercial systems of other nations, whether by treaties, duties on imports and exports, or other regulations, as shall have come to the knowledge of the department.

Approved August 16, 1842.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That, in addition to the changes and modifications in the commercial systems of other nations now required to be reported by the act approved August 16, 1842, it shall be the duty of the Secretary of State to lay before Congress, annually, within sixty days after the commencement of each ordinary session, as a part of said report, all other commercial information communicated to the State Department by consular and diplomatic agents of this government abroad, or contained in the official publications of other governments, which he shall deem sufficiently important.

Approved August 18, 1856.

ANNUAL REPORT  
ON  
FOREIGN COMMERCE  
FOR THE  
YEAR ENDED SEPTEMBER 30, 1868.

---

JULY 16, 1867.—Referred to the Committee on Commerce and ordered to be printed.

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DEPARTMENT OF STATE,  
*Washington, February 15, 1869.*

SIR: In compliance with the acts of Congress of August 16, 1842, and August 18, 1856, I have the honor to transmit herewith a report on the commercial relations of the United States with foreign nations for the year ended September 30, 1868.

I have the honor to be, sir, your obedient servant,  
WILLIAM H. SEWARD.

Hon. SCHUYLER COLFAX,  
*Speaker of the House of Representatives.*





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# COMMERCIAL RELATIONS.

## BRITISH DOMINIONS.

### ENGLAND.

*Statement of the imports from the United States to Great Britain and Ireland of the principal articles of produce of the United States for the years ended December 31, 1867 and 1868.*

Articles.	1867.	1868.
FREE OF DUTY.		
Cotton, raw.....cwt..	4,715,733	5,128,971
Oil petroleum.....tons..	22,236	16,987
SUBJECT TO DUTY.		
Corn, wheat.....cwt..	4,219,966	5,954,911
Wheat meal and flour.....cwt..	723,211	685,767

*Statement showing the description, quantity, and the declared value of the exports of British and Irish produce and manufactures to the United States during the years ended December 31, 1867 and 1868.*

Description.	Quantities.		Declared value.	
	1867.	1868.	1867.	1868.
Alkali, soda.....cwt..	1,462,022	1,589,432	£801,746	£723,758
Beer and ale.....barrels..	19,860	19,360	93,516	94,755
Coal, cinders, and clum.....tons..	123,392	103,851	86,059	72,046
Cotton manufactures: piece goods of all kinds, plain, printed, or colored.....yards..	88,489,362	74,822,003	2,238,664	1,854,222
Cotton thread, for sewing.....pounds..	1,404,430	1,723,826	359,434	435,122
Earthen ware and porcelain.....packages..	101,670	91,123	711,349	640,722
Linen manufactures: piece goods of all kinds.....yards..	84,755,006	85,155,204	2,748,329	2,587,167
Linen thread.....pounds..	1,363,139	1,267,404	161,882	152,270
Metals: iron, pig and puddled.....tons..	119,855	86,278	368,015	251,953
iron, bar, angle, bolt and rod.....do..	43,959	43,951	374,269	346,321
iron, railroad, of all sorts.....do..	165,036	268,151	1,239,773	1,987,642
iron castings.....do..	1,078	1,278	12,233	10,667
iron, hoops, sheets, and boiler plates.....do..	29,722	18,323	319,501	191,597
iron, wrought, of all sorts.....do..	6,970	4,963	134,095	87,135
steel, unwrought.....do..	19,026	17,041	616,492	542,154
copper, wrought or partly wrought; sheets and nails, bars, rods, plates, bottoms, and pans, and mixed or yellow metal for sheathing.....cwt..	3,642	2,758	15,339	9,944
lead, pig, rolled, sheet, piping, tubing, and shot.....tons..	7,081	6,980	147,179	140,427
tin, plates.....cwt..	1,060,224	1,247,464	1,390,064	1,472,478
Oil, seed.....gallons..	1,296,658	168,335	199,575	24,488
Salt.....tons..	164,299	153,591	103,647	91,054
Silk manufactures: broad piece goods, fancy silks and satins, velvet and gray clothes, of silk only.....yards..	342,312	348,956	75,065	75,102

*Statement of exports of British manufactures to the United States—Continued.*

Description.	Quantities.		Declared value.	
	1867.	1868.	1867.	1868.
Silk handkerchiefs, scarfs, and shawls of silk only.....dozens..	2, 790	1, 572	£3, 473	£1, 936
Silk ribbons of silk only.....pounds..	15, 066	10, 376	16, 435	14, 175
Spirits, (British).....gallons..	95, 382	135, 757	11, 932	16, 971
Wool, sheep and lambs.....pounds..	15, 142	859, 302	1, 484	41, 190
Woolen and worsted manufac- tures: clothes of all kinds, duf- fels and kerseymeres.....yards..	3, 263, 855	2, 488, 261	552, 681	449, 788
Woolen carpets and druggets.....do..	3, 692, 300	3, 428, 580	630, 102	530, 870
Woolen shawls, rugs, coverlets, or wrappers, and carpet rugs.....number..	113, 351	101, 350	48, 254	41, 482
Worsted stuffs, and waist coatings...yards..	50, 431, 896	69, 465, 226	2, 234, 016	2, 673, 645
Total .....			14, 623, 810	15, 561, 081
Total in dollars .....			\$70, 779, 240 40	\$75, 315, 632 04

*Statement showing the description and declared value of the exports of British and Irish products and manufactures to the United States during the years ended December 31, 1867 and 1868.*

	1867.	1868.
Haberdashery and millinery .....	£850, 906	£709, 518
Hardware and cutlery—knives, forks, scissors, shears, &c., surgical and anatomical instruments .....	233, 907	166, 878
Manufactures of steel, or of steel and iron combined, (anvils, vices, saws, files, edge tools, cranks, slide-bars, &c.,) and tools or implements of industry other than agricultural not wholly composed of iron or steel.....	106, 602	69, 262
Manufactures of German silver, of pewter and britannia, of papier maché, lamps, chandeliers, and candelabra, and hardware not specifically described.....	496, 714	378, 322
Silk manufactures, other articles of silk only.....	45, 247	112, 781
Silk manufactures, mixed with other materials .....	77, 096	83, 015
Total .....	1, 810, 472	1, 539, 776
Total in dollars.....	\$8, 762, 684 48	\$7, 452, 515 84

*Statement showing the description and real value of the imports from the United States to Great Britain during the eleven months ended November 30, 1868, as compared with the corresponding period of the year 1867.*

	1867.	1868.
Wheat .....	£2, 331, 449	£4, 158, 380
Wheat meal and flour .....	378, 458	539, 809
Cotton, raw .....	24, 192, 518	23, 681, 186
Guano .....	8, 728	4
Oil, petroleum.....	352, 497	181, 024
Total .....	27, 263, 650	28, 560, 403
Total in dollars .....	\$131, 956, 066 00	\$138, 232, 350 52

*Comparative statement showing the computed real value of the imports and exports of gold and silver bullion to and from Great Britain and the United States during the year ended December 31, 1868, compared with the corresponding period of 1867.*

	Imports.		Exports.	
	1867.	1868.	1867.	1868.
Gold .....	£5, 026, 185	£6, 976, 455	£63, 679	£112, 519
Silver .....	1, 471, 821	1, 915, 939		
Total .....	6, 498, 006	8, 892, 394	63, 679	112, 519

*Comparative statement showing the number of pounds of raw cotton imported into the Kingdom of Great Britain from the United States during the several years mentioned below.*

1860.....	1, 115, 890, 608	1865.....	135, 832, 480
1861.....	819, 500, 528	1866.....	520, 057, 440
1862.....	13, 524, 224	1867.....	528, 162, 096
1863.....	6, 394, 080	1868.....	574, 444, 752
1864.....	14, 148, 064		

LEEDS.—W. L. RAYMOND, *Consul*.

DECEMBER 31, 1867.

*Statatement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	£	s.	d.
Linen and linen thread .....	1, 031	0	3
Thread .....	2, 085	14	8
Yarns.....	4, 688	5	8
Dyestuffs .....	205	19	3
Leather.....	2, 054	18	11
Damasks .....	885	10	8
Machinery .....	3, 901	14	8
Caps .....	1, 231	14	5
Iron .....	2, 120	5	3
Steel .....	168	18	6
Cloth .....	1, 006	1	11
Wool .....	2, 759	13	9
Sheepskins.....	180	14	4
Glue .....	2, 035	7	9
Mats and matting .....	772	15	5
Twine .....	297	1	8
Rugs .....	391	11	9
Carpets.....	136	16	7
Sundries .....	300	4	2
Total for quarter ended December 31, 1867 .....	26, 254	9	7
Total for quarter ended March 31, 1868 .....	11, 592	15	11
Total for quarter ended June 30, 1868.....	12, 063	4	10
Total for quarter ended September 30, 1868 .....	9, 716	15	11
Grand total .....	59, 627	3	3

HULL.—H. J. AKINSON, *Consular Agent*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

	£	s.	d.
Paint, 312 casks, 96 packages, and 25 kegs .....	1, 251	1	6
Oil, 26 puncheons, 15 casks, and 75 hogsheads .....	1, 339	6	5
Colors, 184 kegs .....	1, 185	11	5
Chalk, 240 tons.....	63	0	0
Plaster cuttings .....	44	11	0
Cliff stone, 100 tons.....	71	10	0
Total for quarter ended December 31, 1867 .....	3, 955	0	4
Total for quarter ended March 31, 1868 .....	4, 559	19	5
Total for quarter ended June 30, 1868.....	10, 381	17	8
Total for quarter ended September 30, 1868 .....	4, 965	8	2
Grand total .....	23, 862	5	7



BIRMINGHAM.—ELIHU BURRITT, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	£	s.	d.
Chains.....	7,050	5	6
Iron.....	11,359	5	7
Hardware.....	41,552	6	5½
Guns and gun materials.....	9,915	18	6½
Fancy goods.....	13,807	11	9½
E. P. goods.....	3,067	16	4
Needles.....	12,498	5	4
Hoes.....	6,856	18	7
Frillings.....	2,319	15	3
Music wire.....	917	7	4
Clothing.....	520	4	7
Opticals.....	694	7	7
Emery.....	328	1	1
Nickel.....	6,300	12	0
Pens.....	4,555	18	2½
Hooks and fish tackle.....	889	4	10
Saddlery.....	5,448	6	0
Tin and tin plates.....	11,658	14	3
Percussion caps.....	1,118	2	1
Sheep-shears and scythes.....	1,321	4	2
Steel and cutlery.....	1,889	1	11
Beads and buttons.....	14,670	3	10
Glass.....	8,288	18	6
Cotton ties, &c.....	1,558	5	3
Sal ammoniac.....	2,175	2	6
Bicarb, soda and soda ash.....	4,449	3	11
Boot materials.....	1,514	3	4½
Anvils.....	748	3	7
Tubes.....	1,324	6	9
Sundries.....	4,510	10	4
Total for quarter ended December 31, 1867.....	183,312	6	1½
Total for quarter ended March 31, 1868.....	121,124	13	8½
Total for quarter ended June 30, 1868.....	123,144	5	9½
Total for quarter ended September 30, 1868.....	168,131	15	4½
Grand total.....	595,712	15	0

## COVENTRY.—HENRY J. DAVIS.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	£	s.	d.
Bead goods.....	85	12	3
Watches.....	503	3	0
Frillings.....	129	17	0
Fancy goods.....	17	6	8
Silks.....	45	12	0
Silk goods.....	428	0	6
Total for quarter ended December 31, 1867.....	1209	11	5
Total for quarter ended March 31, 1868.....	502	14	3
Total for six months.....	1712	5	8

BRISTOL.—Z. EASTMAN, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	£	s.	d.
Lines and twines .....	661	14	2
Rottenstone .....	8	15	5
Cobalt and nickel .....	189	8	3
Bath bricks and tiles .....	256	14	9
Alkali and salt cakes .....	542	14	7
Painters' colors .....	69	9	7
Sausage skins .....	152	2	6
Chocolate .....	107	12	9
Clay pipes and stoneware bottles .....	106	0	2
Floor cloth .....	70	7	11
Books and paper bags .....	92	0	8
Soda .....	26	16	2
Total for quarter ended December 31, 1867 .....	2,283	16	11
Total for quarter ended March 31, 1868 .....	2,065	18	3
Total for quarter ended June 30, 1868 .....	2,193	10	9
Total for quarter ended September 30, 1868 .....	3,132	12	7
Grand total .....	9,675	18	6

WORCESTER.—T. SOUTHALL, *Consular Agent*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	£	s.	d.
Carpeting .....	8,430	1	3
Worcestershire sauce .....	1,990	9	6
Steel goods .....	1,537	6	5
China and Parian goods .....	340	12	9
Rugs .....	14	17	1
Total for quarter ended December 31, 1867 .....	12,313	7	9
Total for quarter ended March 31, 1868 .....	23,639	19	1
Total for quarter ended June 30, 1868 .....	10,429	5	1
Total for quarter ended September 30, 1868 .....	41,803	7	5½
Grand total .....	88,185	18	7½

FALMOUTH.—A. FOX, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

China clay, 264½ tons .....	\$2,296	28
China clay and ground stone, 215 tons .....	1,959	66
Old railroad iron, 396 tons 3 cwt. 3 lbs .....	7,198	15
Total for quarter ended December 31, 1867 .....	11,454	09
Total for quarter ended March 31, 1868 .....	6,680	83
Total for quarter ended June 30, 1868 .....	7,112	57
Total for quarter ended September 30, 1868 .....	6,651	98
Grand total .....	31,899	47

CARLISLE.—E. G. CASTLE, *Commercial Agent*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from Carlisle to the United States during the quarter ended this day.*

	£	s.	d.
Dyed cottons.....	3,342	18	8
Linen threads.....	3,652	1	10
Nursery plants .....	37	2	0
Horse clothing.....	21	12	0
Total for quarter ended December 31, 1867.....	7,053	14	6
Total for quarter ended March 31, 1868.....	6,599	16	2
Total for quarter ended June 30, 1868.....	9,820	18	8
Total for quarter ended September 30, 1868 .....	11,506	17	8
Grand total .....	34,981	7	0

PLYMOUTH.—T. W. FOX, *Consul*.

JANUARY 10, 1868.

\* \* \* \* \*

Commercial matters continue extremely dull; sales of all articles are restricted to present wants of buyers, and prices of the generality of merchandise have receded in consequence. The only exception is wheat, arising from greater deficiency in yield than was expected at the time of harvest, which consequently has advanced from five shillings to ten shillings per quarter. White wheat is now worth seventy-five shillings to eighty shillings, and red wheat sixty-five shillings to seventy-five shillings per 480 pounds; copper sheathing £78 to £79 per ton; yellow metal 7½d. per pound; bar iron £5 12s. 6d. to £7 12s. 6d. per ton; pig iron fifty-two shillings to fifty-four shillings per ton.

SHEFFIELD.—GEORGE J. ABBOTT, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of exports from this port to the United States during the quarter ended this day.*

	£	s.	d.
Steel.....	153,058	1	0
Cutlery .....	74,504	2	7
Files.....	40,748	1	3
Saws.....	8,063	13	3
Tools .....	5,281	8	10
Plated goods .....	2,319	12	4
Sundries .....	23,364	16	5
Total for quarter ended December 31, 1867 .....	307,339	15	8
Total for quarter ended March 31, 1868.....	248,080	2	2½
Total for quarter ended June 30, 1868.....	273,215	0	9½
Total for quarter ended September 30, 1868.....	305,036	0	0
Grand total .....	1,133,670	18	8

I have the honor to transmit herewith a transcript of the invoice book kept in this consulate, for the quarter ended this day, showing the declared value of goods shipped from Sheffield to the United States.

It will be seen, from a comparison of the tabular statements appended to this dispatch, that there has been a considerable decrease in the amount of exports from Sheffield shipped this year. In every branch of Sheffield trade, with the exception of steel, the business has been growing less and less through the year, and I apprehend the business here will be no better in the coming year. The United States, Belgium, and Prussia are competing successfully with Great Britain in the manufacture of cutlery, files, edge tools, and plated goods. In the manufacture of steel alone will Great Britain, for some time to come, maintain her supremacy. To manufacture steel successfully there are required a large capital, immense and expensive machinery, skilled artisans, judicious and careful superintendence, and, I may add also, an ample supply of the best quality of iron conveniently near, coke, and clay of a particular quality. The latter article, clay, of which the melting pots are made, is no unimportant item. An extensive manufactory of steel requires many thousands of these clay pots, as they only last for about three meltings—that is to say, lasting only one day. The pots can be made here of clay for about sixpence sterling, and I am told that the manganese pots in the United States cost two and sixpence, while the manganese of which they are composed combines, to some extent, with the melted steel, and thus injures its quality.

The demand for steel in the United States is constantly on the increase, and the amount exported from this town to the United States is more than a hundred thousand pounds (£100,000) in excess of that exported last year.

Several tabular statements are hereto appended.

It will be seen from the reports of the consular agents at Huddersfield, which are herewith transmitted, that the trade of that town with the United States has greatly fallen off. After completing the orders which the merchants and manufacturers had in hand before the passage of the so-called “wool tariff” in March last, they have had comparatively little to do. Business is dull, and business men have little hope of any improvement.

The shipments from Huddersfield have heretofore been mostly of woollen goods or cotton and woollen mixed; and for some years past a large amount of business has been done in the exportation of blankets, particularly during the war and the year after its termination. It will be seen from the tabular statements that very few blankets have been sent to the United States since March last. The merchants declare that the tariff on woollen goods is not simply protective, but prohibitory; they say that blankets which cost in England seventy cents per pound cannot be sold in New York at a remunerative profit after paying costs, charges, commission, insurance, duties, &c., at less than \$1 20 per pound; and at this rate they have no chance of competition with the American manufacturer. I think, however, that the English manufacturers do not make sufficient allowance in their calculations for the ability of our manufacturers to compete with them in the production of goods. During the last twenty-five years there has been such an improvement in our machinery and in the skill of our workmen, that we are better able than ever before to compete with English manufacturers.

Not long ago doeskin cloths and steel-mixed goods were largely exported from England to the United States, but that business, as well as the shipment of blankets, is almost annihilated. It has been found that

within three months after the opening of any new or fancy style of woolen goods in the New York market, our manufacturers are able to undersell the foreign manufacturer with an imitation so perfect that it can hardly be distinguished from the original article. The English manufacturers are beginning to see that ill-educated workmen cannot compete with the better educated artisans of the United States and other countries.

The disparity between many branches of English and foreign manufacturers was so obvious in the Paris Exposition, that there has arisen on all sides a demand for an improved system of public education, and this is now made a prominent topic in the speeches of public men to their constituents, and will become one of the principal subjects for consideration in Parliament.

Tabular statement of the declared market value of goods shipped to the United States from Sheffield during the quarter ended March 31, 1868.

Month.	Steel.	Cutlery.	Files.	Saws.	Tools.	Electro-plated goods.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January.....	36,894 12 4	19,606 2 0	5,576 13 6	710 6 2	1,356 16 5	216 1 8	5,441 18 4
February....	36,459 17 5	18,524 0 6½	8,678 2 7	1,416 6 4	1,364 6 10½	.....	9,332 5 2½
March.....	63,208 2 9	20,767 11 10	9,485 18 4	1,357 12 0	1,347 2 1	547 0 8	5,789 5 1½
Total...	136,562 12 6	58,897 14 4½	23,740 14 5	3,484 4 6	4,068 5 4½	763 2 4	20,563 8 8½

	£	s.	d.
Total amount of shipments in January.....	69,802	10	5
Total amount of shipments in February.....	75,774	18	11½
Total amount of shipments in March.....	102,502	12	9½
Grand total .....	248,080	2	2½

Comparative statement of exports from Sheffield to the United States for the quarter ended June 30, 1868, and the corresponding quarter in 1867.

Quarter ended June 30, 1868:

	£	s.	d.
Steel.....	183,413	12	3½
Cutlery .....	47,550	17	8½
Files.....	26,479	1	6
Saws.....	3,283	14	3
Other tools.....	3,192	17	8
Electro-plated goods.....	294	9	8
Miscellaneous goods .....	10,000	7	9
Total .....	274,215	0	9½

Quarter ended June 30, 1867:

	£	s.	d.
Steel.....	197,469	6	11
Cutlery .....	51,188	0	10½
Files.....	29,271	19	9½
Saws .....	6,312	3	2
Other tools.....	4,495	10	4½
Electro-plated goods.....	1,470	19	10½
Miscellaneous goods .....	17,418	9	5½
Total .....	307,626	10	5½

Comparative statement of exports from Sheffield to the United States for the six months ended June 30, 1868, and the corresponding six months in 1867.

Six months ended June 30, 1868 :

	£	s.	d.
Steel.....	319,976	4	9½
Cutlery .....	106,448	12	0
Files.....	50,219	15	11
Saws .....	6,767	18	9
Other tools.....	7,261	3	0½
Electro-plated goods.....	1,057	12	0
Miscellaneous goods .....	30,553	16	5½
Total .....	522,285	3	0

Six months ended June 30, 1867 :

	£	s.	d.
Steel.....	402,789	7	8½
Cutlery .....	126,479	10	2½
Files.....	59,802	5	6½
Saws .....	13,979	7	8
Other tools.....	11,200	14	7½
Electro-plated goods.....	2,925	0	11½
Miscellaneous goods .....	49,469	0	1½
Total .....	666,663	6	10

Summary statement showing the amount of goods of which the invoices have been declared at Sheffield, shipped to the United States during the six months ended—

	£	s.	d.
June 30, 1864.....	521,512	0	11
June 30, 1865.....	314,067	8	0
June 30, 1866.....	699,715	19	3
June 30, 1867.....	666,663	6	10
June 30, 1868.....	522,285	3	0

Tabular statement of the declared market value of goods shipped to the United States from Sheffield during the quarter ended September 30, 1868.

	Steel.			Cutlery.			Files.			Saws.			Tools.			Electro plated goods.			Sundries.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
July .....	59,397	17	2	18,757	6	3	9,337	10	5	1,244	1	11	1,277	1	7	91	12	8	3,033	2	6
August.....	59,615	8	¾	21,414	18	11	11,683	5	3	1,813	11	7	1,904	13	4	107	13	11	5,883	12	1½
Sept .....	60,132	4	8	30,667	17	2	9,236	1	11	1,305	2	0	1,423	18	1	375	3	0	4,333	17	3
Total..	179,145	10	1½	72,840	2	4	30,256	17	7	4,362	15	6	4,605	13	0	574	9	7	13,250	11	10½
																	£	s.	d.		
Total amount exported from Sheffield to the United States during July .....																	93,138	12	6		
Total amount exported from Sheffield to the United States during August.....																	104,423	3	5		
Total amount exported from Sheffield to the United States during September.....																	107,474	4	1		
Grand total .....																	305,036	0	0		

Comparative statement of exports to the United States from Sheffield during the nine months ended September 30, 1868, and the corresponding nine months of 1867.

Nine months ended September 30, 1868:			
	£	s.	d.
Steel.....	499,121	14	10½
Cutlery.....	179,288	14	4½
Files.....	80,476	13	6
Saws.....	11,130	14	3
Tools.....	11,866	16	0½
Plated goods.....	1,632	1	7
Miscellaneous goods.....	43,804	8	3½
Total .....	827,321	3	0
Nine months ended September 30, 1867:			
	£	s.	d.
Steel.....	588,909	15	6½
Cutlery.....	202,045	6	6½
Files.....	94,987	15	4½
Saws.....	19,951	1	9½
Tools.....	16,753	19	10½
Plated goods.....	3,544	13	4½
Miscellaneous goods.....	80,927	13	2
Total .....	1,007,120	5	8½

Comparative table showing the declared value of exports from Sheffield to the United States for the years—

1863.....	£804,302	1866.....	£1,445,878
1864.....	782,226	1867.....	1,314,460
1865.....	824,398	1868.....	1,122,940

Summary for the quarter ended December 31, 1868.

	£	s.	d.
October.....	89,905	17	5½
November.....	92,719	14	9
December.....	102,993	19	9½
Total .....	285,619	12	0½

Comparative table showing the declared value of exports from Sheffield during the month of January for the years—

	£	s.	d.		£	s.	d.
1864.....	72,408	19	1½	1867.....	119,166	19	7½
1865.....	39,375	19	1	1868.....	69,802	10	5
1866.....	106,699	12	3	1869.....	78,172	6	8½

TRADE REVIEWS FOR 1868.

COLONIAL WOOL.

In the concluding paragraph of our review for the year 1867, which we now quote, it was said, “ We cannot but advise great caution, for, with the probable large import and restricted cautious trade, there is nothing to warrant us in looking for high prices of the raw material, but rather a lower range for some time to come.”

The reduced prices of November, 1867, had induced many to hold over till the spring sales of this year, in anticipation of a better demand. This, coupled with the parcels that had been offered during the season and withdrawn, made a larger stock of old



wool than was generally expected; but as the year advanced the weight of this told, and the trade generally were surprised that so much old stock had to be submitted. This dead weight was felt during the March and June sales, and is no doubt one of the causes that produced the low range of prices and depressed feeling in the August-September series.

The year opened with a poor demand for all descriptions of wool, and requirements were only hand-to-mouth transactions, the heavy supply in the north being ample for all demands, and a general wish to sell by the dealers there caused little or no inquiry here. The announcement that the first sales of the year were fixed to commence the 27th February, with the large quantity arrived, caused buyers to hold aloof and await the result of the opening sales.

At the first day's sale the attendance of buyers, both home and foreign, was very large, so much so that for many years we had not witnessed so crowded a room. Prices, on the whole, were well supported. In scoured Sydney and Cape fleeces, which were much depressed in November, about 1*d.* advance was obtained for some part of the sale, but ultimately lost, the heavy supply of old wool telling on the market. Export buyers took largely of all descriptions, their estimated purchases reaching fully one-half. One feature of these sales was the low prices bid for all half-bred and coarse descriptions. The quantity thus sold seemed ample for the requirements of the trade, for inquiries in the interim between these and the May sales were of the most limited character, some few parcels of Cape only changing hands.

The May sales commenced on the 14th, with the unprecedented quantity of 209,947 bales, attracting a very large attendance of buyers, home and foreign, the latter of whom, by their extensive purchases and liberal biddings, caused March rates to be well maintained for the first three weeks of the sale. It was quite evident that the home trade, who acted with extreme caution, were indisposed to purchase except at a reduction: prices gradually gave away about ten to fifteen per cent. from the highest to the lowest point, at which home buyers bought freely, and gave material support to quotations.

It is only matter of surprise that our market did not sustain a greater fall, for, prior to and concurrently with our March and May sales, heavy auctions have been held at Antwerp and Havre, of South American merinos, and the German and French clips being offered simultaneously, gave evidence of a weight of wool amply sufficient for the requirements of the world.

The splendid weather, with the continuous low rate of money, had much to do with the support of prices, a general expectation prevailing that after so splendid a corn harvest a better trade might be looked for.

The May sales, although so large, were exceeded by the arrivals for the August series, which commenced on the 13th, with an attendance of buyers far below expectations; so small a number, indeed, for an opening sale of such importance, had not been seen for years. Notwithstanding this, the sale opened with fair spirit at about 1*d.* to 1½*d.* reduction, but after the first hundred lots had been sold the weakness of the market became apparent, and biddings were made with indifference and irregularity—so much so that several hundred bales were withdrawn—the sale closing heavily and with a gloomy appearance.

The ensuing day's sale was even less successful; and nearly one-half of the whole offered being withdrawn and bought in, it was quite evident to many that, without the market was fairly met and the lowest ascertained, it would be impossible to proceed. On the third day the wool was sold—with few exceptions—and a steadier and better feeling prevailed, the advantage of which was again lost on the succeeding day by the injudicious manner in which the wools were withdrawn. It was quite evident to importers that the quantity to be offered must be limited, or present rates taken. The latter course was generally adopted, and the trade, finding that the market could be met at bid prices, created a better tone, and although great irregularity was noticeable at every night's sale, still the wool found buyers; but the aggregate of withdrawals was large, a good portion of which was subsequently placed on rather better terms towards the close.

On reviewing the results of this sale, the declension in prices during which almost caused a panic, there is much for serious consideration, and from which deductions may be drawn for future guidance.

There can be little question that the great error consisted in not selling the wool and meeting the market at whatever prices were bid, and so ascertain the strength of buyers and their disposition to take the large quantity to be submitted. If it had been found that, with the dullness of trade and heavy quantities already offered during the year, more time was necessary for the trade to get their stocks into consumption, then it would have been wiser to have relieved the market by withdrawing some fifty thousand to one hundred thousand bales; but how could this be done? On a falling and depressed market, many large holders on consignment are anxious to realise their advances, and rather press sales; others, on principle, always meet the market, preferring an average of the year to holding.



Another important feature against keeping stock for November was that fully eighty thousand to ninety thousand bales were expected, which, with wools held over during the year, would probably carry the totals up for those sales to one hundred and twenty thousand bales—an ample supply for the probable requirements by that time.

There can be little question that with our market it is better to conduct each series of sales on their merits, and keep it clear of accumulated stocks. The dealers are a sufficiently wealthy and powerful body to absorb any quantity of wool that manufacturers are indisposed to take—if the general appearances of the trade warrant them in anticipating an improved demand, and so leaving them a margin for fair profit and risk. The wool is thus taken off the London market, and finds its way into those channels where it can best be distributed. The importance of the support of so large a portion of our room is sometimes lost sight of, and a greater error could not exist. The dealer is ready to take at the market price such qualities as he can best sell, or those which he thinks may be scarcest before the new clip again arrives; and so long as the London market is clear he has a fair basis for calculation, and to this support we are indebted for the steadiness of prices throughout a long series.

The low prices of the previous sales drew together a large attendance of the home buyers, and a much better sprinkling of exporters than we are accustomed to see for the closing sale of the year.

From the commencement of the sales on the 23d November to the close prices were well supported at an average advance of fully 1d. to 1½d., (in many cases considerably more, from the irregularity of prices last series,) the greatest advance being found in the faulty and inferior descriptions. During these sales a very large quantity of old stock was sold, and, with the exception of about eight thousand bales held over, chiefly Cape, our market may be quoted clear, a very favorable feature as compared with the beginning of this year.

On a review of the wool trade for the year there is much for gratulation; it is a very important feature that with so rapid an increase in the growth of wool in our colonies and a considerably increased import from America, the woollen interests of our own and continental countries can absorb this rapid development of increased growth at prices which, by comparison with former years, may show a slight declension, but which will still be remunerative to the grower, if the very large quantity of badly-grown, low-foul fleece is displaced by improved breed and condition, and more care exercised in the general character of their flocks.

It is matter for consideration by our manufacturers how it is that, year after year, the export buyers continue taking the lead in our market, and, we may add, entirely, by their competition, ruling prices. It is not now as formerly, when their selections were almost entirely from the better qualities. They take readily all descriptions, still maintaining their ascendancy in bids for all the choicer clips; our own manufacturers, with one or two exceptions, scarcely ever touching the extreme quotations paid for wools ranging from 2s. 10d. to 3s. 9d. per pound.

Of course, in a central market like ours, we are too happy to find such valuable and important buyers. But, speaking patriotically, can no extension of our home facilities be brought to bear against this competition? Are we to look on year after year and find that exporters take forty to forty-five per cent. (and more than that in value) of the growth of the colonies? Even in the half-breeds and coarser qualities exporters are liberal competitors, and we may soon find that in the lower descriptions of goods we are being distanced. The subject is one that at least merits the consideration of our chambers of commerce in the north.

With the continuance of such extraordinary imports fresh channels must be found for their ready consumption, either in the production of goods into which wool must enter more largely, or fresh channels for woollen productions, otherwise a decline in the price of the raw material must ensue, which would be fatal to many of our colonists, more particularly if they do not entirely supersede the poor ill-grown sorts which have been offered this year—the production of which cannot pay.

The following comparison of imports will show the rapid increase of growth:

	1857.	1860.	1863.	1867.	1868. *
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Sydney .....	47,035	46,092	58,830	101,425	120,754
Victoria .....	66,290	78,186	94,407	169,596	212,303
Van Dieman's Land .....	17,280	16,731	15,812	15,774	17,037
Adelaide .....	18,786	23,554	37,155	45,901	57,246
Swan River .....	1,368	1,992	2,297	3,581	4,298
New Zealand .....	8,325	17,870	33,368	76,364	79,561
Cape .....	49,704	55,711	68,764	128,418	141,091
Total .....	208,788	240,136	310,633	541,059	632,290

\* Estimated.

With an increase of import over ninety thousand bales this, and an estimated one for next year of fully one hundred thousand bales, we cannot look for any advance in prices; even with an improved trade so anxiously looked for next year, the weight of wool must rather point to a lower range, and when the great sales of May-June and August-September are submitted, probably together comprising five hundred thousand bales, with all the various contingencies of harvest prospects and results, political and other causes, there is enough to create great caution in all operations, and lead the home trade, with these figures before them, calmly to shape their movements on actual requirements rather than probabilities.

There is nothing to lead to the supposition entertained by some that the wool cannot be absorbed; or that consumption cannot keep pace with production, for facts are against them. Since 1857 the trade have used an increased import of over four hundred and thirteen thousand, and which, for next year, it is computed will reach the enormous increase in twelve years of five hundred thousand bales. It looks more a question of price, and it is to that we most anxiously direct our attention.

No doubt, during the last three years, the excessive caution exercised may have reduced stocks of manufactured goods in nearly all parts of the world, and so left room for the development of a good and extended trade; but although some slight revival of demand has taken place, it is not sufficient to induce much confidence, and, looking at home, the still depressed state of many of our most important branches of industry, and gradual increase of non-employment, there is much—putting aside any political difficulties—to cause anxiety and caution, and to lead all to limit their operations to actual requirements, and so keep our trade in a healthy state, which it has manifested throughout this year, pregnant with anxiety as it has been from various causes.

During the year there has been some choice qualities of Port Philip exhibited, and for which high rates have been paid. The same may be said of many of the snow-white Capes, which have sold readily at full market rates. Sydney wool, on the contrary, has been very faulty, and many old and well-known flocks have so retrograded in quality and condition that they are not recognizable, and the great prevalence of the “carrot seed” so depressed prices that, at the low quotations established, many have been induced to experiment with them, and it is hoped that by improved manipulation these qualities may find a better and readier sale, although it is hoped growers will see the great importance of paying more attention to the better breed and cleanliness of their clip.

New Zealand wool has not been so well grown, or carefully classed; and although some of the greasy exhibited good qualities, the bulk was inferior and wasteful.

It is a feature worth noting that the “George Thompson,” from Melbourne, arrived on the 23d instant, with five thousand one hundred and thirty-three bales, nearly all of the new clip.

*Wools catalogued in 1868.*

	March.	June.	August.	December.	Totals.
Sydney .....	16, 983	31, 414	55, 862	28, 270	132, 529
Port Philip .....	43, 075	87, 656	54, 910	25, 265	210, 906
Tasmanian .....	1, 201	6, 478	9, 323	2, 722	19, 724
Adelaide .....	19, 295	25, 678	12, 050	2, 803	59, 826
Swan River .....	846	2, 857	396	50	4, 149
New Zealand .....	3, 449	19, 955	46, 359	17, 352	87, 115
Cape .....	36, 299	32, 506	29, 305	43, 761	141, 871
<b>Total</b> .....	<b>121, 148</b>	<b>206, 544</b>	<b>208, 205</b>	<b>120, 223</b>	<b>656, 120</b>

February-March sales commenced February 27; closed March 27. May-June sales commenced May 14; closed June 27. August-September sales commenced August 13; closed September 25. November-December sales, commenced November 26; closed December 21.

The sales for November were fixed for the 19th November, but, to suit the convenience of the buyers, in consequence of the elections, the 26th was named.

**LEEDS.**

The commencement of the year 1868 found nearly all of the many trades carried on in Leeds in a depressed state. In our report for 1867 we adverted to the principal causes which had made that year one of the quietest, as respects business, which we had experienced for many years. These were, first, the failure of the harvest; and, secondly, the effects of the commercial crisis of 1866. We now revert to these two principal causes because they have continued to influence, more or less, the trade of the past year. The effects of the monetary crisis of 1866 have, however, been but slightly

felt in some branches of business, while in others, and those of great importance to Leeds, the results have been most injurious, as will be shown in the detailed reviews of the various trades; whereas the failure of the harvest in 1867 has had a very depressing effect on every trade, and this has not been confined to the home trade, for the harvest of that year was equally unfavorable over the greatest part of the continent of Europe, and also in the United States, rendering our best customers unable to consume our manufactures to the usual extent. During the summer there was considerable doubt as to the maintenance of peace on the continent, and late in the autumn we had a general election. Probably the effects of these latter causes may have been considerably overrated, but no doubt both had some influence on business. We are, consequently, compelled to state that the trade of this district, as a whole, has been in a more unsatisfactory state than for many years past.

The woolen trade is the oldest, and is still the principal trade of the town and neighborhood. We have had to complain for some years past that it has not progressed so rapidly as we could have wished, or as it has done in some of the neighboring towns. It is, however, some satisfaction to be able to say that, during the past year, it has suffered less than most other trades. During the month of January the demand was very quiet, but as the spring advanced there was some improvement, and for some months there was a moderate but steady business done. At the close of the summer trade stocks were pretty well cleared, and manufacturers and merchants were in hopes that, if the harvest was favorable, they would have a brisk autumn trade. Buyers were, however, very slow in commencing operations, and it was consequently later than usual when the winter trade began: and even then, with the exception of one particular class of goods, the demand was by no means so brisk as had been expected. The exception was in cotton warp tweeds, of which, as is usual at this season, there was a considerable stock in hand. This stock was quickly sold, and for some months the quantity produced by no means kept pace with the demand. The demand, indeed, was so great that buyers were unable to supply all their wants, although the manufacturers increased their production as much as their machinery would allow. There was much less inquiry for other classes of goods, but on the whole stocks have been kept down pretty well; still, they are larger than is desirable at the close of the year. We fear that the result of the year's operations will not have proved very profitable, yet, considering the depression of trade in the country generally, we think the woolen merchants and manufacturers of the town will find that they have less reason to complain than many others. In a year characterized by a considerable amount of general distress, it is a satisfaction to be able to say that the operatives in the woolen trade have been very fairly employed; and it has been only for very short periods that any number of them have been out of work.

There is little change to report in the style of goods manufactured. A large portion of the trade is now in fancy goods, but woollens do not admit of anything like the variety attainable in the silk, worsted, and cotton trades, and it is only occasionally that any decided novelties appear. There have been but few during the past year, and those not of a very marked kind. In this respect we do not think Leeds has been behind any of its competitors.

It is of the greatest consequence to every branch of manufacture that it should have an ample supply of raw material, and in this respect the woolen trade has little ground for complaint. The woolen trade of this district is principally dependent upon the supply of colonial wools. The quantity imported during the present year has been unusually large. When it is considered that the woolen trade generally was not very brisk, it is astonishing that prices were so well maintained as was the case during the early part of the year. The large quantities offered at each recurring public sale at length began to tell, and at the September sales prices gave way very considerably. At the closing sales of the year there was a reaction, and prices have partly recovered. The continually increasing production of colonial wools leaves no ground for fear that our manufacturers will suffer from an inadequate supply of material.

*Linen yarns.*—The spinning of linen yarns is, after woollens, the oldest of the principal trades of Leeds. We are sorry to say that the past year has to the spinners been very unsatisfactory. The great demand for linen yarns during the cotton famine stimulated production, and there was a great increase in the number of flax mills both in this country and abroad. The growth of flax was also greatly increased, though not in the same proportion; and as long as cotton maintained a very high price the trade was good and profitable. When, however, at the close of the civil war in the United States, the price of cotton became more reasonable, linen yarns were no longer so much wanted as a substitute, and there was a great reduction of the prices previously obtained. At the same time there were several successive failures in the crops of flax. The wet season of 1866, the cold one of 1867, and the excessively dry one of 1868, were all alike unfavorable to the growth of flax, and the trade has suffered under one of the greatest evils which can affect any trade—an insufficient supply of raw material, in this case aggravated by the great increase of machinery needing it. The linen yarn spinners have, consequently, been in a very peculiar position. The demand for yarns has been very limited, and prices have, consequently, been low, and this in the face of a continual

advance in the price of raw material, which is now very much higher than it was twelve months ago. This apparent anomaly is not difficult of explanation. Spinners find it to be their interest to keep their machinery in work, and their hands together, so long as they can get anything like prime cost. When the supply of raw material is deficient, they all become competitors for it, until the price is run up to the utmost limit which will permit them to work without ruinous loss. It is usual, also, for those who have the means, to purchase largely when the new crop comes into the market. Those who were able to do so may be in a position to save themselves from actual loss, but spinners who have to buy flax at present rates cannot possibly cover the cost at the existing prices of yarns. There has lately been an advance, but it has not been at all commensurate with the advance in flax. The present high price may induce farmers to sow flax to some extent in place of corn, and a favorable season would tend greatly to the advantage of the linen trade; but until a better supply of raw material is in some way or other provided there is but a poor prospect for the trade.

*Iron.*—The iron trade in its various branches has for some years been the most progressive of all the trades of Leeds. Its growth has been rapid, and in comparatively few years it attained great magnitude. The beginning of the year found it in a very depressed state, which has continued with more or less intensity till towards its close. A very large proportion of the operatives have been out of employ during the whole of the year. In no other trade have the effects of the monetary crisis of 1866 been of so long continuance. There can be no doubt that public works of various descriptions had, for some years previous to the panic of that year, been pushed to an immoderate extent. The financial difficulties in which various public companies then found themselves involved put a complete check upon many of their operations. These had created a great demand for iron, and as a matter of course as speedily as possible the supply was proportionately increased. There can be no question that the iron trade had been stimulated to an extent for which there was no legitimate warrant. But there can be as little question that the demand during the last eighteen months has been much less than what may be held to be an average one. In previous years works had been undertaken beyond what the spare capital of the country would justify, and, by a very natural reaction, they have of late been less. In addition to this, there is every reason to believe that stocks have been unusually low, and used up to the greatest possible extent. This cannot continue long, even if a total stop were put to new works, as the wear and tear of old ones would cause a better demand than has been the case during the year. There have, consequently, been signs of a reaction during the past few months; and already there is a decided improvement in the demand for manufactured iron, with strong indications of a still greater improvement. We can hardly, however, expect a speedy restoration of its former great prosperity to the iron trade, but we certainly think that it will soon be in a much better position than during the past year.

The principal machinery (as distinguished from engineer tools) made in Leeds is for the spinning of flax and silk. It will easily be seen, from the state of the linen yarn trade, that there has been little inducement for the erection of new mills, and almost as little for the substitution of new for old machinery to any great extent. This has necessarily caused the machine makers to be very quiet during the year. A few considerable orders have been taken, which caused one manufacturer or another to be busy for a time, but on the whole the trade has been in a state little better than that of the iron trade; and until the linen trade recovers we can hardly hope for any great improvement in the demand for machinery.

We are sorry we are unable to give a more favorable report of the engineer tool trade. It is carried on here to a very large extent, and in good times employs some thousands of hands; but the same causes that have depressed the iron trade have equally affected the tool trade. The almost complete cessation of great public works has restricted the demand for these, and there is no doubt that, owing to financial difficulties, there has been a disinclination either to order new machines or to replace old ones, unless absolutely necessary. During every portion of the year there has been a large number of hands out of work, and much distress among them. We are unable as yet to report any great actual improvement, but there is a little more doing, and more inquiry; and we trust the trade during the coming year, if not all that can be desired, will be better than of late.

The locomotive manufacturers, who for years had always had large contracts in hand, have, during the past year, had but little employment. Very few orders have been given, and they have been taken at prices which leave little or no profit, and have been taken more for the sake of furnishing a little employment to the hands than for any further advantage to the makers. This cannot continue long; and in fact some railway companies are already compelled to order new engines, and sooner or later others will be compelled to follow. It may be some time before there is full employment for the manufacturers, but there must certainly be more than there has been during the past year.

The cut-nail manufacture in Leeds is very considerable, though of course not of equal importance with other branches of the iron trade. It has on the whole been tolerably good, and has suffered far less than any other portion of the iron trade.



Leeds has for some years been one of the chief centers of the leather trade. It possesses some of the largest tanneries in the country, and besides has considerable dealings in leather consigned from other districts. There has been a fair trade done in all descriptions of leather during the year. The tanners here had not been so prosperous as formerly, principally owing to a change in the trade, but during the past year they have had an improved trade.

*Seed crushing and oil trades.*—The oil trade has been decidedly better than last year, the supply of seed being better, with an improved demand also for oils. Owing to the unusually dry summer, and consequent deficiency of food for cattle, there has been a brisk demand for linseed cakes. Altogether, the trade has been satisfactory.

There has been little change to report in the wholesale shoe trade. The manufacturers have been fairly employed, without being very brisk.

The paper trade has been tolerably good. It has fairly recovered from the depression under which it suffered for some time, principally from the deficiency, and consequent high price of material, of which there has been a good supply, at moderate prices.

There has been by no means so brisk a demand for sanitary tubes and fire bricks, but on the whole the makers have been well employed, and have had little cause for complaint.

Leeds, as a market for cattle, has been gradually improving its position. The number brought here for sale has steadily increased, and this has been particularly the case during the latter half of the year. Unfortunately, this has been owing to the necessity which farmers have been under of forcing their stock upon the market, from the scarcity of food during summer, and the almost total failure of the turnip crop. The Leeds cattle market was, however, steadily improving before this cause came into operation, and the increased trade during the past half year may in part be fairly attributed to the advantages it offers to both buyers and sellers.

We regret that we are unable to give a more favorable report of the trades and manufactures of Leeds during 1868. Though some of them have suffered much less than others, on the whole we fear we must admit that it is the worst year that Leeds has seen for a long time past. Nevertheless, we do not see much ground for despondency as respects the future. Leeds has enjoyed great prosperity for many years, and it would be unreasonable to expect that it would never have a check. At the commencement of the year we could not hope for any great prosperity. There were causes well known which would prevent it. The greatest of these was the deficient harvest of 1867. We have got over other bad harvests with much less difficulty, but it must be remembered that these were only in this country. But the harvest of 1867 was deficient not only in this country but in many others. This rendered it more difficult to supply our deficiency by imports of food. Again, dear food in other countries rendered our best customers unable to purchase our products, so that our home trade and our foreign trade both suffered from the same cause. It is rarely that these are coincident, but when they are so it is vain to expect a good trade. Again, the impolitic absorption of capital by public works prior to 1866 was sure to cause a reaction and lead to an equally unreasonable cessation in such undertakings. The first cause no longer exists, the harvest of 1868 having been generally favorable, and we cannot but entertain the hope that the general trade of the coming year will show a marked improvement over that of 1868. From peculiar causes which affect particular trades, to which we have already adverted, the recovery may be slower than could be wished; yet we believe all of them have seen their worst, and some of them we trust will be really good.

The only cloud of which we can now see any signs is a disturbance of the peace of the world. We trust that we may safely dismiss any fear of this. Money has been cheap during the year, and it is long since the rate of discount has remained so low for so long a time. Perhaps this has not been so much owing to a superabundance of capital as of opportunity for a profitable employment of it. Certainly the cheapness of money has not this year appeared to give any great stimulus to trade.

It may be well to say that, notwithstanding the general dullness of trade, there have been very few failures, and none of any consequence. This did not use to be the case in bad times; and, notwithstanding our being subject to panics as often as ever, this immunity from losses from the failure of traders would show that business is, on the whole, conducted on sounder principles than formerly.

*The woollen trade of Leeds.*—We lay before our readers, in a condensed form, a summary of the reports of the woollen trade of this district for the year past. Although not able to note a very prosperous trade throughout, it is a source of satisfaction to state that this particular branch of our commerce will bear a favorable comparison with most of the other trades for which the town of Leeds and the surrounding districts are noted.

At the commencement of the year the manufacturers were tolerably well employed, and although the orders originally given out for the spring trade were neither numerous nor large, as the season advanced they became more general, and the trade of the

earlier portion of the year, though late, turned out more satisfactory than was at one time anticipated. Nevertheless, the buyers who regularly attend the market bought very sparingly, and satisfied themselves throughout the entire season with small parcels. Consequently, the stocks in the hands of manufacturers and merchants began to accumulate, but as the season wore on the continual selections in thin fabrics caused them considerably to decrease, and by the termination of the trade the extent of stocks left over was not so large as might have been expected. The cold weather during the earlier part of the year had an unfavorable influence upon light-colored goods, especially tweeds and meltons, which constituted the chief articles in demand for the spring and summer seasons. The sale was, consequently, of a very restricted character.

Low union goods were mostly in request, and as the season became more advanced the inquiries were more numerous. The fancy warp tweeds in the orange and Humboldt colors which were much in vogue at the commencement of the fall trade of last year, again appeared likely to take position, but owing to the difficulty in obtaining a perfect color they did not make much impression, and the demand was not lasting. Diagonal mediums, which were mostly dyed into light blues, also took a place among the spring goods, but the sale was not of a very general character, and care was exercised in purchasing them. Fancy coatings, which are now manufactured in a great variety of styles, were selected with caution from the commencement until the termination of the season. It would, however, perhaps be a matter of difficulty to report correctly as to the actual position of the trade in this branch. The parcels made were generally small and rather irregular, although at times perhaps somewhat more numerous than in other descriptions of goods suitable for the spring trade.

The sale of all-wool superfine cloths, the original staple trade of this district, continued steady throughout the whole year, though not at any particular period was there an extensive or more than ordinary demand. The sale, however, during the spring and summer months continued regular, and a satisfactory trade may be reported.

The union cloths occupied much the same position as the all-wool makes, the trade being of a general rather than of a fluctuating character. At the commencement of the season they were, however, in better repute than towards the close, especially in the lower qualities, and they form a considerable item in our export trade to Canada and the United States. With the advance of the season better goods took the place of the lower makes, but not more than an ordinary trade was done.

Although the spring season did not turn out very favorably, so far as the home trade was concerned, a more animated condition may be reported with respect to our exports during that period. Nevertheless, we are scarcely able to note an average amount of business with many of our foreign connections.

The attendance of Canadian buyers was tolerably good, but their purchases were not large. But little business was done to the United States of America, owing to the excessive duties which are still imposed upon British manufactures. The houses engaged in the East India and China trades were tolerably well employed throughout the entire season, and orders remained on hand for a much longer time than is customary. The continental houses were doing a moderately good business, low union meltons and waterproof tweeds being in tolerably good request for these ports.

Although we are able to speak somewhat more favorably of the shipping than of the home trade, the business during the earlier portion of the year can scarcely be noted as satisfactory, owing to the lateness of the commencement of the spring trade, and also on account of the manner in which purchases were made after the trade had fairly set in. The manufacturers, however, were kept fully employed, and, although the demand for goods during the spring season was not very animated, they kept their machinery working full time, and early turned their attention to the production of goods suitable for the fall trade.

With the arrival of the autumn and winter trades fears were entertained that they would also prove not very beneficial. The excessively hot weather which prevailed, and the long and continued drought of the earlier portion of the season, caused great fears to be entertained for the harvest. These fears, however, passed away, and fully an average of cereal crops was realized. The purchases of goods suitable for the fall trade were postponed, and the business of this season was, as in the earlier part of the year, not commenced until a much later period than is customary. However, when the hot and dry season gave way, and more winterly weather began to make its appearance, a brisk trade commenced, especially in waterproof tweeds, which continued until the termination.

As many of the manufacturers at Yeadon, Guiseley, and those districts where tweeds are generally produced, had been engaged during the spring and summer seasons with the manufacture of these goods, the stocks which were held in their hands were considerable, as the demand during that time was not so extensive as had, at the commencement of the season, been anticipated.

In the darker shades, especially, large lots were held; but when the trade fairly commenced and the weather was more suitable for waterproof goods, they were soon

considerably reduced, and shortly the supply was very inadequate for the demand. Prices advanced, and a prosperous trade was carried on until the season actually closed.

Fancy tweeds began to be inquired after for the fall trade, and, as in the former part of the year, great difficulties again appeared as to the procuring a perfect color in the warp. However, many experiments were tried in dyeing the warp after the goods were woven, but so bright a color could not be obtained as by dyeing the warps separately. Consequently, the original practice of yarn dyeing had to be resorted to, and took much more favorably than the later invention.

The orange warp tweeds were more in favor than any other of the fancy colors which have been introduced, and a tolerably good trade was done. The demand for a time was in advance of the supply, though not for so long a period as for plain goods. In addition to tweeds, we have to note a moderately good trade in union meltons, both waterproofed and otherwise. The demand, however, for these makes did not commence until a late period of the season, but for the advanced time of the year it was very animated. The all-wool superfine trade, as in the spring, did not show any indication of an exceedingly large trade being probable; nevertheless, a regular and steady trade was transacted throughout the season.

The black union trade may also be noted as having been satisfactory, and the manufacturers of Morley and district, where attention is chiefly directed to the production of this class of goods, have, as a rule, kept their machinery working full time, and in many cases over time. As the season approached for beavers, witneys, pilots, and other descriptions of heavy goods of the Batley and Ossett manufacture, the weather was exceedingly open, so that the demand for these goods was considerably interfered with, and the purchases made throughout the season were of a restricted character, and generally upon the hand-to-mouth principle.

The shipping trade was not very buoyant. It cannot, however, be said to have been altogether of an unsatisfactory character. Among the many selections which were made, and the orders given for union waterproof tweeds, both in plain and fancy makes, those received by the houses in the French trade have formed a considerable item. Several large orders having been given from that country for these goods, and also for twist coatings, it is to be hoped that the treaty formed in 1862 will be more beneficial to the woollen trade of this district than it has hitherto been.

The Canadian trade commenced quietly. As the season advanced operations increased, though not to more than an ordinary extent.

The trade to Australia has varied much. Some of the houses have been doing a tolerably good trade, but the aggregate has not been more than is usual for this portion of our colonial possessions.

The parliamentary elections which took place in November cannot be said to have interfered much with trade, though these events always, to a greater or less extent, have their influences upon trade generally. As the winter season was, however, just upon its close before any movement was actually made, the only depression which would be felt would be by those houses entirely engaged in the country trade; and as the retailers would by that time have completed their fall trade purchases, the effect upon trade would not be so evident as it would have been had the elections occurred more in the middle of a season, or when business was in a more animated condition.

Reviewing the woollen trade for the past year, although the earlier portion did not turn out so favorably as could have been desired, prices as a rule appear to have maintained a firm position, and the manufacturing districts may be considered in a healthy condition. The latter part of the year having been more animated, and the trade brisk and lasting, fully compensates for any difficulties which may have arisen during the spring season, and the woollen trade may be reported to be in a stable position.

The various manufacturers engaged in the production of thin fabrics for the ensuing spring trade are well employed. Orders for meltons, tweeds, and coatings have been given out to a considerable extent, and we have reason to hope for an average trade during the ensuing season.

*The iron trades of Leeds.*—With the exception of the Steam Plow Works, all the branches of the iron trades at Leeds have been in a very depressed state during the past year. The forges have all been working short time, and prices have been low. The tool makers have been very slack, and have been obliged to make machinery for stock in order to keep on their offices and the best of their hands. The machine makers have not been so badly off as the tool makers during the past year, and some have their works full on again. The engine builders had no large orders for locomotive engines in 1868; some of them have nearly completed their orders, and all of them have reduced their hands and worked short time for a portion of the year. The makers of carriage stock have also had to complain of want of orders.

The Steam Plow Works has been the only really busy concern during the year. Their plows have now a world-wide reputation, and business flows in from all parts of the world.

As might be expected, there have been no new works started in Leeds this year, but considerable progress has been made in improvements and machinery of various kinds. At the meetings of the Institution of Mechanical Engineers, held here in August, drawings and descriptions of machinery for making ammunition of the most perfect kind were exhibited—a trade which is now confined to Leeds. The newest of the branches of the steel trade has been very successful during 1868, steel castings of the most complicated kind being now made as clean and solid as cast iron, and possessing nearly four times the strength. The steel tyre and axle trade has also progressed. Orders from the continent have lately been taken up by a Leeds house, in competition with Krupp and the Bochum Company.

The prospects of the trade for 1869 look brighter. The forges are busier and have more inquiries. The tool makers have a good many foreign inquiries, but it will require some time before they can sell off their stock and set on hands. The engine builders have better prospects. The Midland Railway Company are about letting a large number of engines, and other work is coming on. One of the works has a large order for engine wheels for the continent.

## BRADFORD.

The year has been comparatively uneventful, no serious political complications having disturbed the course of trade. Business, though good in comparison with 1867, has still been on the whole far from active, and really, in fact, somewhat disappointing to both merchants, manufacturers, and spinners. The occasional spurts during the year were succeeded by periods of quietude, and altogether the summary of the twelve months is not so satisfactory as we could wish. It must, however, be borne in mind that we have been recovering from the effects of disastrous commercial disarrangement, and perhaps, on calm reflection, the quietness and inactivity of business, tempered though they have been by active intervals, are only a natural, but still, we trust, final result of the previous panic through which we have passed.

In order to enable our readers to judge of the result of business in 1868, we now commence a review of—

*Wools.*—In noticing the wool trade for the year, it is necessary to advert slightly to the position of the market at the close of 1867. When our yearly retrospect for that period was written, we drew attention to the various depressing influences which were at work, and which we prognosticated were such as would prevent the downward course of values from being arrested until a really improved state of trade once more was established. Prices were extremely low—lower, in fact, than they had been since 1858—but still, apparently not sufficiently depressed to attract the attention of buyers. Although business was extremely quiet, the maximum of inertness had not been reached, and, flat as was the close of 1867, the following year opened still flatter, exhibiting a more marked dullness than even the most gloomy could anticipate.

This was the position of business, therefore, when our present review commences. Taking up the progress of the trade of 1868, we notice that in bright-haired wools in January very little was done; the depression of the preceding December was even more apparent in the New Year, and operations were further restricted, values in the mean time sustaining another decline. Cotton was giving way, and evidently wool was in sympathy with it, the two raw materials being apparently still on the sliding scale which commenced at the close of the American war. Happily, however, the bottom was touched in this month, although not until some very low sales had been made, wethers particularly having been forced into the market at exceedingly ruinous prices. Towards the last few days of January a slight glimmer of improvement was noticeable, and this became more marked as the end of the month was reached. Buyers were attracted by the lowness of values, and, gradually entering the market, induced a better and more cheerful tone, with which February commenced. In that month there was a general resumption of business; operations were extensive, and prices rapidly advanced. Wethers, which had suffered the greatest relative decline in the preceding month, now exhibited a rise of about 1½d. per lb., the heavy purchases made for the 30's super trade having the effect of elevating this description of wool more in proportion than hogs. In March large transactions took place. During the whole of the month staplers did a very extensive business, and an immense quantity of wool changed hands at gradually hardening prices. April opened briskly, and there was considerable activity; quotations were again dearer, and hogs reaching 20d., and wethers 16½d., from which point, however, they receded about ½d., as the latter part of the month was characterized by a certain degree of quietness, which became more apparent as May approached.

At this time the prospects of the coming clip were pretty generally discussed, and as it was patent to all observers that the crop of wool would be unusually large and good, there was a growing inclination on the part of consumers to withdraw from the market and wait the result of clip-day. Accordingly, transactions were gradually narrowed, and a certain degree of flatness supervened. During the whole of May



very little was done in this market, prices remained tolerably steady at the decline established in April, and both spinners and staplers commenced their purchases in the country.

In June business began to revive. As the new wool came to hand, consumers who preferred to operate in their own district rather than direct with growers, came into the market and supplied their wants, many of them purchasing extensively in anticipation of a coming trade. Staplers, encouraged by the experience of the preceding three months, and expecting higher prices, continued to replenish their stocks from the country; and as farmers were free sellers, immense quantities of wool soon accumulated here and completely glutted dealers, who towards the end of the month experienced a decided falling off in the demand. Sanguine as were the expectations formed of the clip, they were far surpassed by the reality. Not only was the weight unprecedented, but also the quality and condition were splendid, and probably such a shearing was never known.

As just noticed, towards the end of June a lull took place; stocks in the hands of consumers and staplers were unprecedentedly large, and, as trade was gradually slackening in both goods and yarns there was no inducement to continue operations in the raw material. After Leicester Fair, the flatter feeling appeared to increase—farmers were still willing sellers—and apparently the quantity of wool pressing on to the market was as large as ever, causing the indisposition of buyers to be even greater than before, and producing a flat effect on business generally. In July very few sales were effected. Transactions were so limited as scarcely to afford a test of prices, although quotations were nominally little altered from the June level. Bright-haired wools, however, maintained their value much better relatively than inferior descriptions. August was a quiet month; the trade was slow and heavy, but prices on the whole ruled comparatively steady. Hogs rather improved as September drew near. Owing to the long-continued drought, fears were entertained that the clip of the following year would be deficient in that respect, and, acting on this conviction, many consumers purchased speculatively, thus causing a stiffer tendency in that particular class of wool.

During September business was dull. Staplers experienced a flat month, although there was to some extent a continuance of inquiry for the very best and choicest wools, prices being somewhat steadier, and stocks rather more firmly held. In October a decided revival took place; an active demand sprung up, at hardening prices for good wools; both hogs and wethers advanced in value about one-half pence per pound, and consumers once more purchased with considerable freedom. This state of things continued during the whole of November. Stocks were greatly reduced, and holders, relieved from the incubus of the immense quantities of wool which had been pressing on them, once more breathed freely, and exhibited a greater feeling of confidence than in the preceding three months, and showed a disposition to insist on higher prices, particularly for all descriptions of luster-wools. December opened very briskly, quotations continued to advance, and in the early part of the month a good business was done; as the year drew to a close, however, the demand slackened; spinners had supplied themselves freely, and, unwilling to increase stocks at this time of the annual balances, withdrew from the market, prices, however, being unaffected by the quietness ruling at the termination of the year.

On the whole, a large business has been done in bright-haired wools of all classes, and, compared with 1867, trade has been much more remunerative to the stapler and dealer. Extensive stocks have hampered the market, and the anxiety to absorb such large quantities of the clip at clip-time has doubtless tended seriously to lessen profits, and perhaps in many instances occasion actual loss. Still the year has been an improvement on its predecessor, and so far is encouraging to those engaged in the trade. Further, the depressing causes which were apparent at the close of the previous twelve months having disappeared, there is reason for hope in the future, business having now apparently to a great extent recovered its normal state.

A good general demand has existed for most classes of wools. Irish, Kent, Yorkshire, Northumberland, Lincoln, Leicester, and Stafford hogs and wethers were all in consumption, choice picked hogs especially finding favor with buyers. Midland counties clips have on the whole been neglected and bad to sell, and are now relatively weaker than other descriptions.

A reference to our annual table of prices of Lincoln hogs and wethers will doubtless prove interesting to our readers, especially as our quotations go back to 1858, the only year during the past eleven where values ruled so low as in the twelve months just ended.

Table of the prices of Lincoln hogs and wethers, from 1858 to 1868, inclusive.

	1858.		1859.		1860.		1861.		1862.		1863.	
	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.
January	15½	14	21	19	21½	19	22½	20½	22	20	22½	20½
February	16	14	19½	17½	21½	19	22	20½	21	19	22½	20
March	15½	14	19	17	21½	19	21	19	21	19	22½	20½
April	13½	13	19	17	21½	19½	22	20	20½	18½	23½	20½
May	13½	12½	17	14½	21½	19½	21½	19½	20	18	22½	20½
June	15	13½	18½	16½	22	20	18	16	20	18	23½	21½
July	16	14	20	18	22½	20½	18½	16½	21	19	23½	21½
August	17	15	19½	17½	22	21	19	17	21½	19½	23½	21½
September	17½	15½	20	18	22	20	19½	17	22½	21½	24	22
October	19	16	20½	18½	22	20	20½	18	23½	21½	25	23
November	20	17	21	19½	22½	20½	22½	20½	23½	21½	26½	24
December	20½	18½	21½	19½	22½	20½	21	19	23½	21	25½ 26	23½

	1864.		1865.		1866.		1867.		1868.	
	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	M. wethers.	Lincoln hogs.	M. wethers.
January	22	20	23½	23	24½	22	24	20½	17	14½
February	22	20	25½	22	24	21½	23	19½	17½	14½
March	22½	1 11½	21	1 11	24	21	22½	18½	18	15½
April	26	22	1 10	1 8	24	21	22½	18	19½	16½
May	25½	22	2 1½	2 0	20	1 10	20½	17½	19½	16½
June	24	2 1½	23	2 1	18	1 6	21	17	19½	16½
July	27	2 2½	24	2 2	1 10	1 7	20½	16½	19½	16
August	28½	2 3½	23	2 1	2 1	1 10	20½	16½	19½	16
September	26	22	24	2 1½	20	1 9	20	16	19	16
October	25½	2 0½	24	2 1½	1 11½	1 9	18½	14½	19½	16½
November	26	2 1	24½	2 1½	1 11	1 8	18	14½	20	16½
December	28	2 3	25	2 2	2 0	1 8	17	14	20½	17

\* The fluctuations in these months were so great that we give opening and closing prices.

Average prices of Lincoln hogs for 1858, 16½d.; 1859, 19½d.; 1860, 22d.; 1861, 20½d.; 1862, 21½d.; 1863, 23½d.; 1864, 2s. 5½d.; 1865, 2s. 3d.; 1866, 2s. 1d.; 1867, 20½d.; 1868, 19d.

Average price of wethers for 1864, 2s. 1½d.; 1865, 2s. 0½d.; 1866, 1s. 10d.; 1867, 17d.; 1868, 15½d.

**Down wools.**—In this branch of the English wool trade there are the same alternate seasons of quietness and activity as noticed in the bright-haired department, with, however, this distinctive feature, that the fluctuations in value have not been nearly so extensive in downs as in luster wools, opening and closing prices in the former being only fractionally different, and the periodical variations in value comparatively slight.

In sympathy with the general character of business, the year commenced quietly. Prices recoiled in January from ½d. to ¾d. per pound. In February business was decidedly brisker, and quotations fully recovered the loss sustained in the preceding month. In March, a more decided move took place. Down wools of all descriptions were rapidly caught up; wether matchings became scarce, and advanced 1½d. to 2d. per pound, teg matchings realizing about 1d. above former rates. In April a good business was done, March prices were maintained, and a fair quantity of wool changed hands. May, on the whole, was quiet; transactions became smaller and less frequent, and as the clip approached purchasers gradually withdrew from the market and seemed

disinclined to buy more than was absolutely necessary. Towards the latter end of May and June staplers laid in heavy stocks, prices gradually declined, lots purchased were very small, and the month altogether was quiet. From this time until October business was sluggish, and down teg matchings fell 1d. to 1½d. per pound, and wether matchings 1d.

In October buyers resumed their purchases, a good healthy trade was done, and values again stiffened. During this month and in November American consumers entered the market, tempted by the low range of prices, which reduced this class of wool to a level, rendering it available as a substitute for their own and the Canadian sorts, and operated largely in down teg fleeces, and to some slight extent in teg matchings. Owing to this large increase in the demand, down teg matchings recovered ½d. to ¾d. and wether matchings about the same, the market showing a hardening tendency. From this period a fair, steady, legitimate trade was done. Towards the end of the year business toned down a little, but prices kept firm, and holders exhibited a good deal of steadiness.

One singular feature has characterized the down wool trade during 1868, and that is, teg matchings have been for most of the time, particularly since clip-day, worth less than wethers, a fact perhaps never before known in the history of this branch of the business, and worthy of notice to those interested in the consumption of this class of wool.

Down teg fleeces have been bad to sell all the year round, though in ewes a moderate business has been done. Matchings have all along been more sought after than fleeces, as spinners have generally seemed unwilling to buy except for their own wants, and so have avoided operations, except in the special sort which they could at once consume. The same characteristics mark the clip of down wool as observed in bright-haired sorts. The quantity was large and the quality good, but the consumption, unfortunately, was relatively far from large, especially in tegs, which, as we noticed before, were very much neglected. Down wools are undoubtedly less in consumption than formerly, bright-haired staples being far more in favor, and chiefly monopolizing the trade. Still, on the whole, a better business has been done than in 1867, and the transactions of the past year have been generally legitimate and sound. At the commencement of 1868 down ewes (fleeces) were worth from 14½d. to 15d., down tegs about 16d. At the close of the year the prices are from 15½d. to 16d. for ewes, and 16½d. to 17d. for tegs.

*Colonial wools.*—In Botany wools suitable for this market there has been a small business during the past year. Goods made from soft non-lustrous wools have found little favor with buyers, and apparently the consumption of this description of the raw material is becoming less and less. In the earlier portion of the year (March, April, and May) there was a fair demand, but it fell off during the summer months, and transactions have since been small and unimportant. Prices have not fluctuated to any great extent. At the first series of sales, which commenced on the 27th February, and which embraced the new wools of the last clip, prices were much about the same as at the close of 1867—perhaps slightly higher—though the difference was very trifling. At the May sales no quotable alteration was apparent, but in August a decline took place of 1d. to 2d. per pound on the sorts used for the Bradford trade. The closing series of the year, however, established a recovery of ½d. to 2d. per pound, at which, prices are firm. A very large increase of imports took place in the twelve months, amounting to something like 80,000 bales more than in 1867, but in spite of this the quantity left over for the next sale is far from large.

Scotch wools have been very dull during the year. Large stocks had accumulated in 1867, and apparently the demand in 1868 has failed materially to lessen the combined clips. Some slight improvement was observable in the middle of the year, and prices advanced about 1d. per pound. After this a fall took place, which was followed by a rise, and quotations now range at from 5d. to 5½d. for laid Highlands, and 6½d. for white ditto.

Noils and shorts have met with a very limited demand, and producers have had great difficulty in selling, as, from the large number of lambs slaughtered, owing to the drouthy season, skin wools have been taken by consumers in preference, the low prices ruling having had the effect of almost entirely annihilating the usual trade for the articles alluded to.

*Mohair.*—The past year has shown a most extensive business for this staple. In 1867 transactions were very light, and 1868 opened with quotations at an extremely low level. Stocks were large, but fortunately the demand soon became very great, and prices rapidly advanced. Goods woven with yarns made from mohair were the rage, and as the year progressed increased in favor. The consumption was enormous, and though the imports were fully one-third more than in the preceding twelve months, the quantity coming to market was rapidly absorbed. At the commencement of 1868 there was great stagnation, but simultaneously with the improvement in wool there was a reaction in mohair, and prices which in January were quoted 2s. 5d. per pound, ran up in February to 2s. 7d. In March an immense business was done; the markets were cleared,

and values advanced fully 3*d.* per pound. April showed a continuance of the same state of things, and a further rise of 2*d.* per pound was established, bringing up prices to 3*s.* In May there was no change of moment, but in June heavy transactions again took place, with a stiffening market. July was also an exceedingly active month; purchases were made as fast as arrivals were announced, and a further elevation of 3*d.* per pound was observable. In August there was still a great deal of eager buying, and another leap of 3*d.* in value. September and October were also both busy months, quotations ruling from 3*s.* 6*d.* to 3*s.* 7*d.* November continued the activity, and in this month the highest price of the year was obtained, viz, 3*s.* 7½*d.* December was somewhat slacker, but quotations were still maintained, and the year closed with the same rates as those current in November. Thus, in the twelve months, an advance of 1*s.* 2½*d.* per pound has been obtained, and even at present values there is great firmness.

*Alpaca.*—The business in alpaca during the first part of the year was good. Transactions were heavy, and prices rapidly advanced. In January quotations ruled from 2*s.* 1*d.* to 2*s.* 3*d.*, but sprang up in February to 2*s.* 7*d.* In March there was no change in value, but in April 2*s.* 8*d.* was realized, and in May 2*s.* 10*d.* June was an active month, and prices were again higher, quotations having touched 3*s.* This was the top point of the market, as afterwards the demand rapidly fell off, and in the latter portion of the year there has been great inanition. Nominally there is no alteration in value, but there are no transactions to test the stability of present quotations. Taking the whole of the twelve months, the consumption has been extremely light and far from satisfactory.

Stocks of bright-haired wools are not considered to be very large in this market. Growers are supposed to be pretty heavy holders, but country dealers have not much on hand. Spinners as a rule are well supplied, as they purchased extensively in the latter part of the year to cover contracts which they had taken. In down sorts the quantity held here is not excessive; farmers have but little left, and collectors in the country are only light in stock. Mohair is scarce, out of consumers' hands, but alpaca has largely accumulated at the ports, and even staplers and spinners are fairly supplied. Altogether in the Bradford district there is no heavy pressure of accumulations of the various raw materials, and in this respect the market is generally sound and healthy.

*The yarn trade.*—The business in the export branch of course claims attention as a prominent feature. January was generally very much depressed, but toward the latter part of the month, consequent on the revival in wools, merchants began to pay attention to the course of the market, and, attracted by the low prices ruling, commenced operations, gradually at first, as if feeling their way, but afterwards, when February set in, with increasing vigor, 30*s* super, two-fold and carded yarns were purchased extensively, and somewhat later, extensive orders were given out in luster wrights. Stocks which had accumulated in spinners' hands were rapidly moved off, and in the aggregate a very large business was done. This continued until about the middle of May, when a quietness set in, and spinners, though well occupied on old contracts, found fresh orders scarce. Prices up to this time had advanced very rapidly—common, medium, and best 30*s* super, which in January could be bought at 8*s.* 6*d.*, 9*s.* 6*d.*, and 10*s.* per gross, respectively, were now worth 11*s.* 6*d.* to 12*s.*, 12*s.* 6*d.* to 13*s.*, and 13*s.* 9*d.* to 14*s.*, but at these extreme points there was very little done. In the earlier part of the year export merchants had anticipated the demand, and speculated for their customers' wants on the continent; and undoubtedly at this time reaped satisfactory profits from the sales they made. At Leipzig fair, however, business was far from brisk in yarns, and as values had so greatly increased consumers abroad became rather alarmed and refused to follow the upward course of this market, so that when prices reached the level just indicated sales on the continent was difficult to make, and the actual consumptive demand was small. In June some of the export houses thought fit to recommence their purchases, but were afterwards mulcted in considerable losses in consequence, for prices began to decline, business dwindled down, and they were unable to move off the stocks which they had provided themselves with in anticipation of a resumption of trade. The downward course of the market continued until about the first week in October, when again a considerable demand manifested itself. 30*s* super were heavily purchased, and, rather later, two-folds to a very great extent, November witnessing an immense business in this particular class. Since then operations have been small and restricted, owing partially to the prohibitive prices which spinners have been compelled to ask, consequent on the increasing dearth of wool, and also to the large transactions having for the present satiated the requirements of purchasers. On the last day of the year, however, there were slight indications of a revival, and we close with a more decidedly cheerful tone.

On the whole, a fair trade has been done, certainly not up to the expectations of merchants, but still moderately good. The first part of the year was undoubtedly the most remunerative, the speculative purchases toward the close of 1868 being yet to some extent unsold.

The fluctuations in prices have been very considerable—in 30*s* super, as alluded to before, the advance from the lowest to the highest point was from 3*s.* 6*d.* to 4*s.* per



gross, after then a decline of about 2s. took place, followed by a reaction of 6d. to 1s., closing rates being about 10s. to 10s. 6d., 11s. 6d. to 11s. 9d., 12s. 9d. to 13s. for common, medium, and best sorts. Two-folds, which in 40s were worth 2s. 6d. to 2s. 7d. at the lowest point, advanced to 3s. 5d. to 3s. 7d., sustaining afterwards a considerable fall, as 3s., and even less, was taken for the same qualities. During the last two months, however, a further recovery was established, and 3s. 2d. to 3s. 3d. was paid for similar yarns. In luster wefts, 36s which were purchased at the commencement of the year at 10s. to 10s. 6d., went up to 13s. and 13s. 6d., and since then have not receded materially, closing rates being not appreciably different, owing to the increasing stiffness of hog luster wools. 40s for Russia at the commencement of the year were worth, in the demi-luster sorts, 8s. to 8s. 6d. per gross—good hog yarns 10s. to 10s. 6d. Prices advanced to 10s. 9d. to 11s. and 12s. 6d. to 13s. 3d., respectively, demi-luster sorts falling afterwards to 10s. 3d. to 10s. 6d., but best luster descriptions unchanged. Genappe yarns worth, in 20s, 2s. 10d. to 3s. in January, rose to 3s. 5d. to 3s. 6d., receding in September to 3s. to 3s. 2d., and closing at about 1d. per pound advance. Mohair yarns advanced also considerably—probably on the average from fifteen to twenty per cent., varying materially with the position of the spinner with regard to stocks of the raw material. 30s, super and two-folds, have perhaps been the staple trades of the year, but after all a good business, comparatively, has been done in other sorts. Luster and 40s for Russia were dealt in extensively at the commencement of the year, and mottle yarns also commanded a fair share of attention. Mohair yarns were purchased extensively in July and August, and a respectable business was done to Russia, in 2–32s wefts, genappes in different counts, and dyed carded yarns. Stocks abroad are not considered to be heavy, but consumers follow our present advanced rates very cautiously. Export spinners are deeply engaged in two-folds, and fairly occupied with supers, and the market, though closing quietly, is extremely steady.

*Home yarns.*—In this department we have had a fair demand, varying naturally with the course of business throughout the year. Luster yarns have been greatly in favor, and colored wefts have also had an extensive run, as well as melange yarns. Towards the commencement of the year a pretty good consumption existed for alpaca yarns, but in the last six months it rapidly fell off, and dwindled down to a very narrow compass. Mottles have only met with a limited inquiry, and demi-luster sorts have also been somewhat inactive. Coburg and Botany yarns have been very much neglected, the consumption for this description being gradually narrowed to a very small compass. One feature of the trade has been the extensive demand for all yarns made from mohair, both pure and mixed. An immense weight of heavy mohair yarns has been taken for ladies' mantle cloths, and this no doubt to a considerable extent accounts for the large increase in the quantity of mohair sold during the year. Prices have of course varied in all descriptions to a great degree, but the quotations given in the export branch will serve as a guide to the fluctuations in value.

China grass undoubtedly deserve a mention as not only having established a place for itself among our spinning materials, but also as bidding fair at some future time to be an exceedingly important element in our Bradford trade. Great improvements have been effected in the machinery both for spinning and combing, and we have been favored with the inspection of the result of experiments which have been made, that infinitely surpass anything which has yet been accomplished. Undoubtedly with perseverance this article may yet render important service to the trade generally.

Spinners as a body are well occupied—in the export branch the heavy operations in the last quarter of the year have employed the frames in this department for some little time to come. Home spinners are not so deeply engaged, although fair contracts are yet in hand, but some complaints are made as to the difficulty in getting particulars to complete old contracts.

*The piece trade.*—The business in pieces presents no very interesting features. In the home branch, taking the business of the year, transactions have not been large or remunerative. A fair spring trade was done, in which fancy goods played a considerable part. Owing to the long continuance of the season, attributable to the extremely hot dry weather, stocks were well cleared, and both manufacturers, merchants, and drapers were enabled to quit goods on hand with mutual advantage. No jobbing took place, and the business done in the early part of the year was not only pretty extensive, but also tolerably remunerative in character. As prices ruled very low, merchants were tempted to buy heavily, and manufacturers therefore were furnished with orders which kept them well occupied the first few months. Unfortunately, however, the activity apparent early in the year was not maintained. The business done for autumn was slow and dragging, and generally far from profitable. In faucies this was to some extent caused by the want of fabrics to command a trade. In goods adapted for the fall of the year French manufacturers have decidedly taken the palm, and the competition they have carried on against our own productions has undoubtedly shown their superiority. In spring faucies they appear to have no chance against us, either in this country or abroad, but in autumn fabrics the reverse is the case, and evidently our French friends have established an exceedingly satisfactory business in their goods.

to the exclusion of our native manufactures adapted for winter wear. Transactions in plain goods have been small—cobourgs have met with very little inquiry, and apparently this once favorite cloth is now gradually sinking in popularity. Alpaca lusters, too, after the first few months were neglected, and the business done in that article was on the whole very small. Cloored serges, poplin cloths, cross-over reps, heavy cords for dyeing, have all had a good run, the fancy goods manufactured being, as a rule, very quiet in character and really semi-plain. One notable feature exists in connection with this branch of the trade, and that is the very great weight of the fabrics produced. Owing to this, manufacturers have had considerable difficulty in getting their orders round, as not only were they unable to get their warps dressed rapidly enough to supply their looms, but they were also behindhand with the weaving. The heat was so intense that many employers of labor found a serious difficulty in the defection of their hands, and this caused delays in the delivery of goods, and ultimately heavy loss, as in many instances merchants were compelled to reject and cancel, as the time was too far gone to enable them to sell the fabrics ordered. The general elections in November tended somewhat to hinder business, which, as the year closed, gradually dwindled to a very narrow compass. Altogether the trade in the latter portion of 1868 has been very unsatisfactory, and has done little or no good to all concerned.

*America.*—To this market, perhaps, taking the enormous tariff into consideration, a fair business has been transacted. In the spring there was a satisfactory trade, and goods sent to the other side sold at a profit. Importers acted with a great deal of caution, and felt their way carefully, trying small quantities of a style to test the market, and then forwarding orders by the cable. The Atlantic telegraph has, in fact, been exceedingly useful, and doubtless has tended to prevent much loss and disappointment, as the two markets being now practically close together, buyers can control their operations with great facility, and order or countermand with the utmost rapidity. The operation of the tariff has prevented many of our heavy fabrics from being taken by our transatlantic customers, and their own manufacturers have been able to compete with us in Cobourg, De Lame, and Italian cloths; in fact, in most goods produced from soft non-lustrous wools, so that in the articles named we have been unable to do business, and merchants have had to confine their attention to articles manufactured from lustrous bright staples.

A good trade has been done in fancy dresses, glacés, and mohairs. Alpacas met with moderate favor; lastings, however, have had a very large consumption, and in them a considerable business has transpired.

In the foreign branch, the French trade occupies a prominent position. That market is now a regular absorber of certain classes of goods, and now that our merchants and French buyers have felt their way and ascertained the adaptability of our fabrics for consumption, we may consider our French neighbors have settled down as permanent customers, and we may fairly claim to understand our position in that market. For the spring, purchases were very satisfactory. The competition of native manufacturers abroad was scarcely felt, and it was evident we could successfully enter the lists against them in fancy fabrics suited for summer wear; the reverse of the case, however, applying to the trade for autumn goods. On the whole a large and healthy business has been done; this branch has greatly assisted the market, and altogether proved a welcome addition to our outlets for goods. The trade is now fairly established, and is gradually, but apparently surely, increasing. Besides spring fancies, plain Orleans glacés and mohairs have enjoyed a very active demand; alpacas, however, have been dull of sale, brighter and more lustrous cloths being apparently at present preferred. The goodness of the wine crop in France has enabled the country population to be better customers for articles of apparel, and consequently, in spite of the periodical rumors of war, merchants have been able to do a good, and, it is to be hoped, profitable trade. We in turn are customers to a very considerable extent to the Roulaire manufacturers, as alluded to in our remarks on the home trade; and it is palpable that the French treaty has led to a reciprocity of business which, without doubt, is of great benefit to both countries.

The German markets have absorbed a fair quantity of goods. Fancies have been chiefly in demand; glacés, mohairs, and figures prominently so. To Austria, however, the business doing has been somewhat small; apparently the stocks on hand were too heavy, and prevented many new operations. The German trade, as a whole, calls for no special notice; the demand has been very steady and pretty satisfactory.

To Spain nothing of moment has been done; the unsettled state of the country and civil war has of course interfered with the consumption of goods and hindered any operations of magnitude.

Italy has been perhaps a slightly better customer; transactions have not been large; although altogether there was a small improvement, particularly towards the close of the year.

To South America we have had a poor business. On the east coast the Paraguayan war has prevented commercial operations, and on the west coast they have not been very large, scarcely perhaps up to an average.

*Japan and China.*—The trade to these markets has not been satisfactory. For Japan there was a fair demand for heavy goods in the first three or four months, during which time prices rapidly advanced. Heavy losses, however, were experienced on shipments of China figures and other light fabrics; the great change in Japanese costumes, which are rapidly assimilating to European fashions, having caused stocks of various descriptions of goods to be almost unsalable, and disappointing the expectations of merchants who had provided, as they had hoped, for the wants of the market. The political disturbances have of course greatly interfered with business, but on the whole a fair trade has been done in heavy goods.

The exports of worsted goods to Japan from 1st January to 23d November, 1867, were 91,664 pieces; to Shanghai, China, 254,849 pieces.

Corresponding period of 1868, to Japan, 45,125 pieces; to Shanghai, China, 219,746 pieces.

Blankets have had a large run for the Japanese army, and some very extensive purchases in them were made from this market. To China operations have only been on a moderate scale. Importers complain, with reason, of the unremunerative character of the returns. The business done in figures has been wretched. Camlets have experienced a pretty fair demand, but other articles were neglected.

Prices of manufactured goods have, in sympathy with wool and yarns, varied considerably during the year. In pieces the lowest point was reached in January and the highest about May. Orleans during this period advanced fifteen to twenty per cent., Coburgs five to ten per cent., alpacas fifteen to twenty per cent., lastings twenty to thirty per cent., camlets S S about thirty per cent. A fall then took place, and values receded, recovering, however, slightly towards the end of the year, leaving closing prices in Orleans about five per cent., Coburgs three to four per cent., alpacas five to ten per cent., lastings five to ten per cent., camlets fifteen per cent. below the highest level.

Stocks of goods in the market are generally considered to be rather heavy; merchants are also fair holders, but not to a burdensome extent. In yarns, export houses have still a moderate quantity to sell, but consumers abroad are supposed to be lightly furnished. Business, taking all departments into consideration, has only been moderate during the twelve months just expired. Many were sanguine as to the prospects of the trade, and probably all, on looking back, feel disappointed as to the results of the year. We have had no exciting causes to disturb commercial matters. Money has been cheap, bread has fallen to a reasonable price, both wool and cotton have dropped to a comparatively safe level, and apparently the eastern difficulty has had no serious effect on the market.

#### HUDDERSFIELD.

We regret to have to report the continued depression of the trade of this district generally throughout the year. Although there have been instances where manufacturers have kept busy, with all hands employed, these have been of such exceptional occurrence as to modify only very slightly the aspect of uniform depression which our local industry has presented. It may be that the amount of business transacted has been fully equal to the average of previous years—and this has probably been the case—but with the rapid progress now making here in both the quantity and quality of the machinery employed, and consequent increase of producing power, it becomes clearly evident that a corresponding yearly advance in the trade of the district is demanded by the necessities of the case, if we are to maintain a relative degree of prosperity. To stand still under these circumstances would be in effect to go back; and hence it results, that from a year's trade, which in the aggregate does not perhaps vary materially from the average of recent years, we have to report a state of things unduly depressed and generally unsatisfactory—the all-necessary element of progress having been absent. While, also, the course of business has been slow and dragging throughout the year, the feeling uppermost with most people seems to be, that unwonted vigilance and effort have been required to attain to those results which have been accomplished.

The spring trade opened quietly, and business did not improve much as the year advanced, although the fine dry and warm summer weather enabled manufacturers of the better class of spring goods to clear out their stocks more easily than usual. Winter goods were, however, ordered, but sparingly, and stocks of regular market goods of all kinds moved off very slowly; the flatness culminating in the months preceding and during the general election, when business was brought almost to a standstill. The wet stormy weather also operated very unfavorably—travelers from the larger home-trade houses being in many cases recalled, and the wholesale trade supplied from this district assumed an appearance of dullness and depression from which it has never yet revived, and which seems almost unaccountable, after the successful harvest with which we were favored in the autumn.

Manufacturers have experienced unusual difficulty throughout the year in realizing anything like remunerative profits upon their goods, as the unsettled state of the wool market has had the effect of placing them most unfavorably with stocks of goods on

hand. The considerable decline in the price of low and ill-conditioned wools—at the August sales more especially, when large quantities of very inferior wools could scarcely command the cost of production at the port of shipment—has affected to a serious extent the value of all kinds of goods, even when made from better class wools, the prices of which had not been reduced to anything like the same extent. This state of things has tended to reduce manufacturers' profits to a minimum, while the slowness of demand, more especially through the closing months of the year, has led to extensive sales of job lots at prices involving serious loss. The same cause also, to which we drew attention last year as having aided to bring about a similar state of things, has been this year again in operation. The Scotch manufacturers have actually deluged the markets with job lots of tweeds of all kinds at prices unprecedentedly low. This continuance of a state of things we had supposed to be but temporary would seem to confirm the conclusion that the demand for Scotch tweeds in the home trade has for the present received a check, and the finer goods hitherto made by the Scotch manufacturers are being now more and more superseded by the better milled goods produced in the west of England. The Scotch themselves have, however, improved of late in the important matter of milling.

The depression of the shipping trade generally, and more especially of our formerly flourishing American trade, consequent upon the prohibitory nature of their tariff, has also added considerably to the difficulties experienced by our manufacturers, who (unlike those in the west of England, who concern themselves almost exclusively with the home demand) aim at the supply of other countries than our own, and, indeed, have now, by force of habit, as it were, come to look upon a large foreign trade as a necessity of our commercial well-being.

The yarn-spinning trade in this district has suffered severely during the year, chiefly caused by the heavy stocks hanging over the market from the previous season. These stocks have now, however, been cleared off, and we are glad to be able to report a decided improvement of late in the prospects for next season. Very considerable orders have been already taken by our chief spinners, which are likely to keep them employed for several months to come. Although the prospects now are, therefore, very much better than they were at the corresponding period of last year, it must be added that business in this department is now being transacted at prices barely remunerative when compared with the lowest prices formerly obtained. There is also a steady increase in the manufacture of flannels (a branch of trade to which we referred in our last year's report as having then been recently introduced into the district,) and it is to be hoped that this department of our local industry will continue to be still further developed, as a climate such as ours must always render the demand for this class of goods extensive, steady, and permanent.

The demand for unions and low woolen fabrics under 2s. has continued throughout the year very slow and dragging, and stocks on hand are next to unsalable. The ready-made clothiers, who formerly consumed most of these goods, have now to a great extent substituted a better-class article; and the foreign markets, which also took large quantities, being now generally closed against them, there does not seem to be much prospect of revival in this department.

At the beginning of the year the styles most in favor were chiefly small, neat stripes and mixture twists for the spring trade. Several manufacturers, however, made the attempt to introduce diagonals in better-class goods by way of variety, and met with a limited success in the London west-end trade. For the winter season, diagonals gained ground to a considerable extent, and eventually established themselves as the prevailing style. It is noticeable, however, that for several years back, and whatever may have for the time being happened to be the style most in favor, there has been a steadily increasing demand for small and neat mixture twists, tweeds, stripes, and whipcords; and this growing preference for quiet patterns may be accounted for, no doubt, by their being well adapted for whole suits instead of being suitable only for trouserings. Borders still keep in favor for the latter, the usual width being from one and a quarter to one and a half inch. "Solid" or slightly subdued mixture borders are decidedly preferred to the fancy ones of all kinds. The desire for quieter colorings also still continues for every description of fancy goods.

There has been of late years, and especially during the last one, a steady increase in the manufacture of fancy coatings of a good quality, in silk, woolen, and worsted material, and in a great variety of make. We note the progress of this branch of trade in this district with much satisfaction, more especially as the general demand for them has of late years gone on steadily increasing.

In respect of styles and colorings there can be no doubt that the public taste in this district has been of late much more developed than formerly, but we would again urge with increased earnestness the necessity of an improved art education being given to our workmen. It is certainly the duty of our chambers of commerce in these manufacturing districts to urge that ample provision may be made in any education bill which may be brought forward, for the technical as well as general instruction of our



industrial population, and an instruction having special application to those branches of industry in which they may be engaged. This is without doubt a subject of vital importance, if our position as a great manufacturing community interested in supplying the wants of other countries is to be maintained, and this, too, in the face of competitors enjoying various advantages over us—not least of which has been the application of an intelligent system of general and art education to their industrial classes for years back.

The competition in the tweed trade is very severe now, in consequence of so many makers having recently gone into it. The tendency is decidedly in favor of better goods, fewer and fewer of the lower kind being required, while Cheviots and all other rough loose makes are decidedly at a discount. The demand for Victorias, satarras, and other descriptions of plain goods in “faced” finish, which used formerly to sell in large quantities, has for several years back been a steadily decreasing one in this market, and this has been more especially the case during the year just closed. For “dry” finished twists, diagonals, stripes, and other regular market goods at prices varying from 3s. to 4s. per yard, there has been a fair demand throughout the year. Large quantities of black doeskins have been made as usual, at all prices, and there has been a decided improvement also in their texture and durability, which must tell favorably upon the future of this important branch of our manufacturing industry. Prices of plain goods of all kinds have followed the reductions in the price of wools through the year, and have often gone below such reductions considerably when larger sales could be induced in this way.

The returns of most of the houses here engaged in the country trade have fallen this year below the average of recent ones, there having been a very noticeable disposition on the part of country customers to limit their orders to a much greater extent than usual. In addition to this a number of manufacturers, finding unusual difficulty in disposing of their goods through the ordinary channels, have sent out travelers this year among the larger country drapers, thus coming into competition with the merchants to a much greater extent than is customary in seasons of prosperous trade.

The cold weather at the beginning of November gave a fair start to the overcoating trade, but as the weather became milder again this soon fell away, and a continuation of wet and warm weather to the close of the year has effectually prevented any considerable number of “repeat” orders for these goods. Considerable quantities of indigo blue elysians in the smaller naps have again been selling up to 9s. per yard, but for other descriptions of witneys and naps, prices have ranged considerably lower, rarely indeed exceeding 7s. 6d. per yard. There have been rather more olive and brown beavers sold this season than last at from 7s. to 9s. per yard. Large quantities of Moscow beavers, resembling pilots, have been manufactured in this district. These have been principally blues at from 6s. 6d. to 10s. 6d. per yard. Very few meltons for overcoatings have been sold, this make having been almost an entire failure here. Plain colors have been decidedly preferred this season to mixtures for overcoatings of all kinds, while the nap, or elysian finish, has to a great extent superceded the witney. A few dyed naps, in various colors, up to 5s. per yard, have been selling, but grays at and about the same price, and of which large quantities were formerly sold, have been in very limited demand. A considerable number of small failures have occurred among country customers through the year, and altogether we cannot report so favorably as usual of this department of our local trade.

The manufacture of silk mixture trouserings has not proceeded very satisfactorily during the year, there being a decided feeling against these goods in quarters where formerly large quantities were sold. In Canada is this more especially the case, while the home trade demand is also declining considerably. Various kinds of “snowflake” patterns had a limited run in the spring, but such goods are now very difficult to sell. This objection to the twisting of silk with woolen fabrics does not seem to apply, however, to coatings so much as to trouserings, there having been for years back a steady and apparently permanent demand for those better-class silk mixture coatings, which are among the best and most creditable goods manufactured in this district. It is doubtless the large quantities of inferior goods, made in imitation of the former, which have tended to bring about the feeling of distrust in which all silk mixture goods, except the highest class, are now so generally held.

The trade with Ireland has been for several years in a very depressed state, having been unfavorably affected by a succession of bad harvests, and by the uncertainty and uneasiness arising from the Fenian agitation. No perceptible improvement has taken place during the year just closed, but an exceedingly good harvest having greatly improved the position of the agricultural interest, which is in Ireland of paramount importance, together with the tranquillizing effect already produced by a general feeling that an era of just legislation, so far as Ireland is concerned, is now near at hand, are combining to render the prospects for the spring trade much more encouraging than has been the case for a number of years back.

Trade with the United States has been very unsatisfactory. The only goods which

can now be sent from this district are a few of the very finest goods in small assortments—anything that is new in pattern, style, or color. Orders are exceedingly small, being made up generally of single pieces to a style, and the aggregate of the business is in consequence very limited—the export of goods of all kinds from this district to the United States, during the nine months ending September 30, falling rather short of £180,000 in declared value. The low and medium-priced woollens are now entirely out of the question so far as export to the States is concerned; the duty, which in most cases amounts to more than the cost of the goods, being almost equivalent to absolute prohibition. Immense quantities of Dewsbury heavy goods in woollens and blankets were formerly shipped to the States through merchants here; the annual exports of blankets alone having reached fifteen thousand bales of one hundred pairs each previous to the last increase of tariff in 1866. By the heavy duty, amounting to one hundred and fifty per cent., then placed upon them, this trade was entirely annihilated. Neither does there yet seem to be any disposition to return to sounder views upon fiscal questions, which must at once compel a reduction of this unique and barbarous tariff; the Americans apparently thinking it necessary to their advancement to foster their own manufactures, and to keep out foreign goods at whatever cost to themselves. The feeling against England is also still strong, arising out of our supposed partisanship during the late war, and a general impression prevails that to admit English goods would be to confer upon us a one-sided favor. The American manufacturers lose no opportunity of advancing these views, and have formed themselves into a powerful organization for the propagation of protectionist doctrines, annually subscribing large sums of money to influence public opinion and the action of Congress whenever questions affecting their interests present themselves for consideration. Although several of their public men have declared in favor of free trade, a large majority of the house of Congress is decidedly in favor of continued protection, a wish being frequently expressed still further to increase the duties. Political feeling is considerably better now, confidence being very generally felt in the stability, firmness, and fairness of the incoming President, who, although not a decided politician, is a thorough American, and people feel themselves safe in his hands, since it is not thought likely that he will attempt to thwart the will of Congress. Last season's crop of cotton in the southern States, although moderately large, had to be sold out immediately at the very low prices then ruling, owing to the needy position of the planters. The price afterwards advanced considerably, but for the foregoing reason the benefit was reaped by second and third parties, the original growers being scarcely paid the cost of cultivation. This year the cotton crop bids fair to amount to two million seven hundred and fifty thousand bales, and is likely to command a good price; so that the position of the people in the South will be very much improved. The government is also manifesting a disposition to be more conciliatory towards them, and the progress of reconstruction has been more manifest, giving grounds for hope that the exhaustion of the South will shortly be replaced by a return of some measure of former prosperity. We append the declared value of invoices verified at the American consular agency at Huddersfield during the nine months ending September 30:

	£	s.	d.		£	s.	d.
1864 .....	388,885	12	4	1867 .....	199,753	0	9½
1865 .....	272,134	13	7½	1868 .....	179,927	2	10½
1866 .....	494,918	11	1				

This table shows clearly the restrictive influence of the successive advances in the United States tariff as affecting the trade of this district.

The exportations to Canada were very small in the spring, and great caution was exhibited by the Canadian buyers, so that stocks in the hands of importers there are not nearly so large as they were about two years ago. If due caution be exercised there is no reason why business there should not now continue in a sound and healthy state, as the Canadians were last season favored with an abundant harvest, which realized good prices. Their own manufacturers have largely extended their operations, however, through the year, and, aided by the premium of about fifty per cent., which their protective tariff and other charges placed upon their manufactures, they have almost succeeded in driving English blankets and many classes of tweeds out of the market. Their buyers have refrained from purchasing the low class of goods they previously did, and have been shipping mostly the best class of fancy goods made in this district. Silk mixtures in trouserings have been decidedly declining in favor with them. Throughout the year there have been continuous failures in Canada, from which this town has suffered severely. There can be no doubt that credit has been very recklessly given in Canada by Huddersfield houses formerly, and the plan generally adopted of delivering a second season's goods before the first delivery was paid for has resulted very disastrously in some cases. In view of the rapid progress of the colonial manufactures and the protection afforded them by their tariff, it can scarcely be expected that the trade of this district with Canada can again assume its former proportions.

As anticipated in our last report, the Australian trade opened very quietly in the spring. There were no failures of any consequence, however; the business done was sound and legitimate, and, as the winter season approached, a decidedly better feeling prevailed, resulting in considerably increased shipments of goods by comparison with recent corresponding seasons. Warned by former experience, however, merchants are operating with great caution, and there seems to be no present danger of the demand assuming other than legitimate proportions, or of the colonial markets becoming glutted in consequence, as formerly. Shipments of goods have comprised the usual varied assortment, consisting of all descriptions of goods made in this district, a decided preference being given, however, to goods of undoubted durability. Low-priced goods of all kinds are now entirely out of favor. Prospects for this branch of trade for the spring are decidedly better than they were a year ago.

The uneasy feeling as to political affairs, which has continued over a great part of the year, has restricted business all over the continent very considerably. The long drought during the summer caused a great demand for supplementary parcels of summer goods; but this, owing to the lateness of the season, could not be fully met.

The winter demand has been far healthier and more vigorous than was anticipated in the early part of the year, being caused, doubtless, by the clearing out of stocks of light goods of all kinds, which disposed dealers to supply themselves more freely with winter goods than usual. Since June last the demand for water-proof tweeds, orange warps more especially, has been so large as to be altogether unprecedented, and manufacturers have been totally unable to keep pace with it. Plush and sealskin mantle cloths of the finer descriptions, manufactured in the Huddersfield district, have also been in good demand. Fancy tweeds of all kinds have sold more freely, too, during the closing months of the year. Since the reduction of the Austrian tariff, in 1866, the markets there have been quite overwhelmed with English goods of all kinds, and great depression of prices has followed, as usual, upon the glutting of a newly-opened market with heavy and useless stocks. There has been a good demand during the year for worsted fancy vestings, both for the continent as well as for India. The trade with France and Germany has been considerably restricted by the uneasy political feeling before referred to. A limited business is done here with Spain, and this was not interfered with perceptibly by the revolution there, although the prolonged state of suspense which has supervened is beginning to introduce a degree of hesitation and distrust in commercial affairs. The continental trade of the year, therefore, has, notwithstanding the improved state of business during its closing months, fallen decidedly below the average of former years, and the demand for spring goods for the coming year has been, so far, unusually light.

Prices of wools were well maintained up to the close of the June sales, but when the August-September series commenced, it became clearly evident that with the very depressed state of trade, and largely increased importations, the production had gained upon consumption, and a considerable decline in prices necessarily followed. This reduction may be stated at something like 2d. to 3d. per pound upon the May-June rates, being most marked upon faulty Sydney wools, of which unusually large quantities were offered for sale. Many manufacturers were tempted by the low rates at which these faulty wools were sold to try them, the result being that in the November-December sales that class of wool was in better demand, as other parties were also inclined to experimentalize with it, and it realized, in consequence, 1½d. to 2d. per pound over the previous sales. Of late, while the Port Philip wools have maintained their high character, the Sydney wools have been very defective in condition, and have also been troubled very generally with a kind of seed, called the carrot seed, which is most difficult to eradicate, and which can only be cleaned out by new and specially adapted machinery. The Queensland people have extended their stations so far to the northward, planting them so widely apart, that they must now either improve the breed of their sheep and diminish the cost of transport, or the cost of production will speedily exceed the value of their produce. The advance on the price of wools at the November-December sales ruled at something like 2d. per pound over those of the August-September series, and this advance was about equally distributed over all descriptions. It was generally remarked, also, that the demand was a fairly legitimate one, to meet actual requirement only, there having been an entire and noticeable absence of speculation. From first to last the spirit never flagged; the foreign buyers—although heavy purchasers at the previous sales, and the depressed state of trade in France notwithstanding—took 50,000 bales out of the 120,000 offered, while the genuine nature of the demand for the home trade was sufficiently shown by the spirited competition for all descriptions. There was an absolute clearance at these sales of old stocks, some of which had been on hand for years, so that the trade for the new year will be entirely dependent upon fresh arrivals.

The following comparison of the total number of bales sold at each of the London sales during the last and two previous years is interesting, as showing the rapid progress made in that period in the importation of our colonial wools:

Sales.	1866.	1867.	1868.
March.....	86, 090	118, 745	122, 221
May-June.....	154, 927	182, 079	208, 666
August-September.....	139, 841	143, 024	193, 205
November-December.....	80, 049	109, 527	120, 533
Totals sold.....	464, 907	553, 375	634, 625

There has been a considerable falling off in the importation of South American wools this year, as, owing to the low prices prevailing at the latter end of last year and the beginning of this, it did not pay the merchants to import them. There is now, however, a better feeling in the market, and, with a revival of confidence, the merchants are looking for better prices. Of recent arrivals, some have been readily purchased, while others are being held over for the new year.

Considering the prolonged depression of trade here and the severe strain placed upon the manufacturers of this district in consequence, it is very satisfactory to have to note the continued absence of failures among them to any great amount, thus leaving room for fair inference that business has been in recent years transacted upon a sound and legitimate basis. Each year's experience, however, renders it more clearly evident that the rapid progress making by foreign competitors can only be successfully met by keeping well to the front, at whatever temporary cost or inconvenience, in securing the best possible machinery. The dilatoriness once displayed by our manufacturers in this respect, at a time when it was much too easily taken for granted that our long career of success had placed all foreign competition hopelessly in the rear, is now, we are glad to think, giving place to an enterprising spirit of emulation and striving after improvement. It is also remarked with what avidity all new improvements in machinery are welcomed on the continent, and how cheerfully the costs of introducing them are paid. Of the necessity, also, of a better art and general education being given to our working men we have already spoken, and the subject is one too important in this connection to be lost sight of in these days of unparalleled competition.

The prospects of the trade of this district for the coming spring are generally thought to be more favorable than they have been for the last two years. The very considerable increase in the price of wools at the recent sales, together with coincident advances in the rate of discount, are calculated to give a feeling of confidence and stability; while our customers, having bought for a long time with excessive care, are not, in consequence, so heavily stocked as is usual at this season. It is certain, also, that goods of all kinds manufactured in this district, while never cheaper than at present, have, during recent years, been steadily improving, in respect equally of style, coloring, and durability. By a course of steady perseverance in the same direction, and by an intelligent adaptation of the productions of this district to the requirements of the community at large, as well as to the varied wants of the foreign populations—starting, too, from our present vantage ground—it does not seem very hazardous to predict that the prosperity of the Huddersfield woolen manufacture is well assured in the future.

#### HALIFAX.

Though the year just closed has not exhibited the fluctuations in the market and in the value of the raw material which marked the last year, it has been one of only limited prosperity. Some branches of trade have been depressed throughout, and others have only latterly been revived, and present a brighter prospect in the coming year. Commercial credit, we are happy to say, has been maintained, no failure of any magnitude having occurred in this district during the year. The general trade of Halifax is much steadier than in some of the surrounding towns, it having a sheet anchor in the variety of important trades carried on, including wool, worsted, woolen, cotton, carpets, silk, iron, &c. Seldom are all these important branches depressed at the same time.

**Wool.**—Prices upon the whole have been steady and a fair business has been done, especially during the last few months. Hog matchings, which at the beginning of the year fetched 19½d. per pound, in April, 20d., end of May, 21d., now stand at about 21d. per pound. Blue wether matchings have fluctuated a little. In January they sold at 16½d. per pound, July, 19d., August, 19½d., and they are now selling at 18½d. Somerset fleeces, which sold in July at 14½d., are to-day worth 16½d. Good wools generally have maintained their value well, and the close of the year finds them stiff in price. Short



wools have been rather tardy of sale during most of the year, Super brokes have been most in request, and prices steady. In January 14d. per pound was realized, and they command about the same price now. Good common brokes opened the year at about 9d. per pound, receded a little, but in August got up to 10d., and at present are selling again at 9d.

*Yarns.*—Spinners have been pretty well employed during the year; the first half, however, was much quieter than the latter half. During the last few months a considerable improvement has taken place in the yarn trade, both for export and for home consumption. Two-fold yarns have particularly engaged attention, and also yarns for heavy goods, as camlets and lastings. Spinners are now well employed to order, and the prospect for the new year is better than that at any time during the year just closed. In the course of the early months of last year prices were comparatively unremunerative, but there has been some improvement in this respect since.

*Pieces.*—A moderate trade has been going in manufactured goods for the greater part of the year, particularly in dress pieces and fancy light fabrics. In damasks and furnishing goods generally the trade has been flat throughout the year; indeed, it appears not to have recovered the commercial panic of two years ago. With America, in all classes of fancy goods, little or nothing has been doing, the high tariff and the unsettled state of the country, caused by the elections, having exercised detrimental influences. It is hoped, however, that with the coming year a revival of the American trade will be seen. A steady trade has been done with Germany and France; the latter, however, is fast becoming a competitor with England in light fancy goods, and the trade is to some extent falling off. In goods for the East the market has fluctuated considerably.

*Carpets.*—This important branch of trade has been, upon the whole, good, the establishments working full time. The trade, however, is at present, and has been for some months past, in a much more satisfactory state than at the earlier part of the year, during which large stocks had been accumulating. A fair business is doing both for the home and foreign markets. An active business is kept up with America, the tariff imposed by that country on carpets not being so burdensome, in comparison with their value, as upon some other classes of goods.

*Woolen.*—The woolen trade has been in an unsatisfactory state during most of the year. Particularly has this been the case in the low woolen branches, which are those most generally pursued in this district. Throughout the year there has been an apparent want of confidence, which has kept the market uncertain. For the time of the year, the stocks of blankets are heavy. Manufacturers, in order to keep machinery running, earlier than usual turned to this part of trade, hoping to clear out stocks in winter. This course has ended in disappointment, for the demand has fallen below the average of years, and consequently stocks are large.

*Cotton.*—This branch of industry is also far from being in a satisfactory state; still all the mills, or nearly so, are working full time, and have been doing so during the year. Spinning and doubling of cotton are much more extensively followed in the parish of Halifax than weaving. The counts made extend from 40s to 90s, and are for the Manchester and Bradford markets. The trade in both yarns and warps is at present sluggish, and some tradesmen are of opinion that the price of the raw material will soon decline. Since January, the price of the principal kinds of cotton used here has considerably advanced. Middling Orleans opened in January at 7½d. per pound, and during that month it rose a penny. At the end of February it stood at 9½d. per pound, at the end of March, 11½d., May, 11½d., June, 11½d., August, 11½d., September, 10½d., October 11½d., and at present 10½d. Fair Egyptian opened in January at 7½d. per pound; stood at the end of February at 10½d. per pound, March, 12d., May, 12½d., June, 12d., August, 11½d., September, 11½d., October, 11½d., and now 11½d. Pernam cotton was influenced much the same, opening the year at 7½d.; by the end of February it had risen to 10d., May, 12d., end of June, 11½d., of September, 10½d., and now 11d. per pound. In the same periods fair Dhollerah sold, 1st January, at 5½d. per pound, end of February, 8½d., of March, 10d., June, 9d., August, 8½d., September, 7½d., October, 8½d., and at present 8½d. About the 23d of May the prices of the above descriptions had reached their highest quotations. With the gradual advance there was a brisk trade, and spinners began to imagine they had entered upon more propitious times, but after midsummer the markets again showed signs of drooping, and trade has continued in a fitful and uncertain state ever since.

*Silk.*—The trade here in silk is confined to spinning. There is no weaving whatever, except such as may form an ingredient in stuff pieces. A moderate trade has been done throughout the year, subject to occasional fluctuations and depressions. The bulk of the silk yarn is exported; much of the remainder being for the Bradford market.

*Card making.*—This forms rather an important branch of trade in the district, but to those engaged in it the year has been one of depression. Makers of woolen cards have been the best employed. Cotton card makers have been slack, excepting some portion of them in the middle of the year. The trade has been very depressed during the last

two or three months, and some of the firms are working four days a week. This arises from the depression in the cotton trade.

*Wire making.*—The wire drawers have had a depressed year. The previous one was also a slack year, but the expiring one has proved even less satisfactory. The trade generally, both for export and to supply home wants, has ruled very dull. The export trade in small wire for woolen and cotton cards has also been bad, and the stocks are at present heavy. Sales which may have been made to any considerable extent have been forced. The wire establishments have worked only about three-fourths time during the year.

*Machine and mechanics' tool making.*—Worsted machine making has been comparatively brisk, prices, however, have sunk considerably. Workmen's wages are about the same. In "tool making," the trade has been rather quieter, though upon the whole a fair business is being done. A considerable amount of the product of this latter branch of trade is for export.

In the building trades a fair amount of work has been going on, but trade in these and other allied branches has not been regarded as brisk. The high price of material and labor, and—as affecting cottage property—the corporation building bye-laws, which architects and builders consider unduly restrictive, have retarded extension.

#### DEWSBURY.—THE HEAVY WOOLEN DISTRICT.

The year 1868, so far as the heavy woolen district is concerned, will in the future be doubtless distinguished as the one in which, though a full average amount of business was done, very little profit was made by manufacturers. It was expected, when 1867 was drawing to a close, that January would find trade dull, and so indeed it did, for merchants held back, and production was chiefly for stock. When orders did arrive, Batley firms were found to be most favored, and the result was that for a fortnight or so there was much more activity in that borough than in Dewsbury; but before February came in all the manufacturers in the district were busily engaged. The orders to hand were chiefly for dyed presidents at about 3s. 8d. per yard, and those goods have kept the lead during the year. The price, however, was brought down to 3s. 2d. or 3s. 3d., in consequence of a cheaper make of cloth being asked for by merchants than that at first produced, and because makers, in order to secure large orders, sacrificed a little profit and used greater economy than usual in the process of manufacture. A similar cloth, at about 2s. 6d., came into favor early in the season; it was got up in various finishes—nap, witney, &c.—and maintained a good position for some time, as also did a class of goods called St. Knights. These latter were brought out in the first instance by a well-known Batley firm about a couple of years ago, but now Dewsbury as well as Batley houses engage in their manufacture. At the commencement of 1868 velvets of a low class came into demand—goods which were sold at 2s. 2d. and 2s. 3d. a yard—and they have been in moderate request up to the present time, but the profit upon them has hardly been of a satisfactory character, the reason, in a great measure, being the upward movement in cotton during the first few months of the year. As a general rule no reduction in rates for goods, further than that noted above, has taken place, and where prices have apparently given way makers have been meeting the wishes of merchants and producing cheaper fabrics. Some orders for low army cloth, in the hands of a couple of the leading firms in Dewsbury and Batley in January, gave employment to a considerable number of people for a time, but soon the Continental trade was fully developed and work became general, a few mills running till a late hour each night.

A word or two about the over-time system may not be out of place here. About July or August a movement was originated by factory operatives at a leading mill in Dewsbury, in favor of extending the Factory Acts to adult males, and after it had extended to some of the out-districts conferences were held between employers and employed with the view of seeing whether they could agree to a plan under which the system of running over-time for several months in the year might be done away with. These conferences were barren in their result, some of the masters being hostile to any interference, and others being apathetic, but the men seemed inclined to go forward, and several committees have been formed in various parts of the heavy woolen district, and they intend, in the course of the ensuing session, to bring the subject under the notice of Parliament. The system of working over-time has prevailed very extensively in the Dewsbury district, but not so much so in 1868 as in some previous years.

To return to our notes on the state of business, we may mention one peculiarity about the shipping trade. It was cut off from four, and, in some cases, six weeks earlier than usual, and instead of lasting till the close of September, trade was brought to an end in the middle of August. The reason for this was the fear on the part of merchants and other large buyers on the continent of an outbreak between France and Prussia, which led to heavy accumulations of goods at Vienna. In the latter part of September, however, there was a slight reaction in the continental trade. Business with shippers had closed for the season, but some foreign buyers made up some heavy

parcels by personal selection from stock, which relieved producers to a considerable extent.

In May the rise in the price of cotton warps, which at this time was fifty per cent. upon the rates of the preceding Christmas, caused some manufacturers to demand higher prices for cloth, and as a rule they obtained them, the advance being proportionate to the value of the fabric. Some Dewsbury firms in April received orders for first-class sealskins, and the demand for them became exceedingly brisk in May and June. The goods were well liked, being cheap, showy, and lasting, and, should fashion not change, they are likely to be a leading article in the market. Seals of low quality have also been in request, and manufactured in large quantities.

A few firms have done a quiet business with South America, chiefly in blue pilots, as well as with Australia direct, but trade with the United States, owing to the prohibitive tariff, has been all but *nil*. In 1867 a tolerably large amount of orders was given out by Canadian merchants, who were speculating on a good home trade, and doing a little indirectly with Brother Jonathan; but their expectations were not fully realized, and this year they have only purchased sparingly as compared with former seasons. A fair amount of goods ordered by Leeds firms has been shipped to Italy, but the trade in heavy woollens with that country has not assumed the proportions many commercial men expected. It is, however, steadily improving. It was in June and July, when trade most actively prevailed in the mills of the district, continental merchants were pressing orders on manufacturers, but the latter were sadly crippled, especially those of Batley and Batley Car, by a want of water for dyeing and finishing purposes, and they were compelled to send large numbers of pieces to firms in Dewsbury and Ravens-thorpe, where the river Calder afforded a supply, to be dyed and finished. A considerable number of pieces were returned to manufacturers for imperfect dyeing and finishing, caused by the bad quality of the water used; but in a year or two all inconvenience under that head will have vanished, however dry the season, for Dewsbury, Batley, and Heckmondwike are extending their system of water supply, by constructing additional reservoirs of considerable capacity, and when they are completed there will be an abundance of good soft water to be had for manufacturing as well at domestic purposes.

The home trade opened up at the usual period of the year pretty well, but the demand for goods soon became less active, and business had in many instances to be forced. This was particularly the case with the smaller firms. The prospect of a good harvest caused some speculation among merchants, but soon the shadow of the coming general elections fell upon business, and produced a very sensible decline. Coupled with this was the extreme openness of the season when autumn had closed, and winter time was well upon us. This unseasonable weather lessened the call for heavy fabrics—overcoatings and the like—and at the time we write trade is still affected by the same cause. Prices, too, were low to start with at the beginning of the year, and the rise in cotton warps already mentioned seriously interfered with profits during one part of the season.

One branch of the home trade—the Scotch—has been characterized by unusual quietness, and another—the Irish—may be reported as having been extremely bad. A great many of the smaller houses have fallen, and much difficulty has been experienced in realizing at the proper time upon goods sold. This unfortunate state of affairs has been brought about by the evil influences of Fenianism, which has checked trade all over the island, and destroyed confidence.

The year 1867 was a bad one for the blanket trade, and though 1868 has exhibited a decided improvement upon its predecessor, there has not been that amount of business done that was anticipated. On the whole, in white blankets a better class of goods has been made and sold, and more employment for the operatives; but the year, we fear, will not have proved very remunerative for manufacturers. In colored blankets during the latter part of the year a brisk business was done, and prices were well maintained.

There has not been much change in the carpet trade. The goods made by the Heckmondwike and Dewsbury manufacturers, especially the former, appear to meet with increasing favor. One great house has extended its French connection advantageously, and is sending large quantities of goods to various foreign ports, as well as keeping up a good home business. The other firms may be reported to have done a fair business. One small failure only in this branch of business has taken place during the year.

Dyers and finishers, especially those situated upon the Calder, found full employment during the year. The machine-making trade has been tolerably active, for a good deal of new and improved spinning machinery has been purchased by woollen manufacturers of late. Much of this is the machinery the operatives made such an outcry against—self-actors, but there is no angry feeling now. Considerable additions were made during the year just closed to business premises, especially to mills and warehouses, and some altogether new structures have been erected. The capital lately employed in building the latter—many of which are very handsome and costly structures—appears to be well employed, for an increasing business is being done year by year by foreign buyers, who come down and make a personal inspection of the stocks in the hands of manufacturers.

A few words about raw material must conclude our notice. In mungo there has been hardly any variation in price or demand; in fact, it has been the steadiest thing in the market. Shoddy finishes off lower than it was quoted at the beginning of the year, and importers have for some time had to meet the falling markets. Some bad debts of pretty large amount have been made in the shoddy trade, but most of the chief houses have escaped loss. Cotton warps, which last Christmas were as low in price as before the American war, gradually rose for three months until they got up to 1s. 6d. per pound for 30s, and since then they have fluctuated within twopence of that price, and now stand at 1s. 4d. Wool, suited to the trade of the district, was steady last January, but rose in value in that month and then steadied again, but prices have eased since the July sales, and now again there seems to be a reaction. This rise was, however, confined to colonial wools, and to better qualities chiefly, and did not affect the shipping trade. Gallipoli oil was exceedingly dear last Christmas; the price reached as high as £76 per tun, but since midsummer a decline has occurred, and now that oil appears to be stationary at £62.

The local sales of wool, shoddy, and mungo, have been well attended during the year, and the business has grown to very large dimensions. The Wednesday's market in Dewsbury is increasing in importance year by year, and if the local authorities, or the commercial men, introduced a scheme for the erection of an exchange, no doubt it would meet with favor, as there is now no cloth-hall in the town.

Trade prospects for 1869 were regarded as pretty good, for there was a strong belief that the supplemental commercial convention with Austria, allowing for the importation of woollen and cotton goods into that country, under reduced duties, would be sanctioned by the Austrian Reichsrath, and the Hungarian Diet, ere their prorogation. Recent information from the board of trade shows that those bodies have prorogued without sanctioning the convention, and makers here will have to compete, as heretofore, with Austrian manufacturers protected by high duties. At all events they will not be in a worse position than they were during the past year, and they may reasonably look forward to receiving good orders from shippers. On the whole the heavy woollen trade may be reported as in a healthy condition, and the credit of local manufacturers and merchants was never higher than at present.

#### THE CLEVELAND IRON TRADE.

As was anticipated at the commencement of the year, when trade was suffering from a chronic depression, the prolonged inactivity in many departments has continued, and nearly the same prices for iron which ruled in January last are now accepted in December. It is scarcely just, however, in respect of the pig iron trade of Cleveland at least, to denote the year's proceedings as altogether marked by inactivity when the comparison of the make and consumption, together with the estimated stocks now on hand, are duly considered. The stocks in makers hands on the 31st of December, last year, as returned by the Cleveland Ironmasters' Association, were eighty-seven thousand five hundred and ninety-nine tons, whilst those at the present time are estimated by the same authorities at below sixty thousand tons; and this reduction has taken place notwithstanding the increased make of pig iron during the year, which by the returns, also from the same source, show the make to the end of November to be nearly eight thousand tons per month more than last year. This increase is principally due to the substitution of larger sized blast furnaces. The estimated total make of pig iron in the north of England district, for 1867, was one million one hundred and forty-seven thousand nine hundred and one tons, and when the statistics for the present year's full production should have been made up, it will doubtless be found that a considerable increase has taken place, seeing that the estimated total make of the north of England, for the month of November, has been reckoned at one hundred and four thousand nine hundred and forty-one tons. The number of blast furnaces for the Cleveland district at present blowing is eighty-three, and it is confidently stated that there are at least fifteen more new and being rebuilt, which will come into blast in the spring of the coming year. This will raise the annual production of the district to at least one million five hundred thousand tons of pig iron, smelted chiefly from Cleveland ironstone. These are formidable figures, and cannot fail to establish the claims of the district to its being considered the largest contributor to the iron power of Great Britain. The low prices at which pig iron from the Cleveland district has been sold during the year has unmistakably led in some districts to its more general use, and enabled the iron smelters not only to dispose of the immense make, but to reduce their stocks to a point which is considered as low as it conveniently should be to carry on the trade of the district. The principal exports during the year have been, as usual, to France, Holland, Belgium, the Baltic, and a small quantity to the United States and Canada. For home consumption a large share has been taken by north of England consumers, as well as those of Lancashire and Yorkshire, Staffordshire, and the midland counties, and a considerable quantity to Scotland and Wales. The great absorption, however, of pig iron is by what may be termed local manufacturers and founders, and is considered to



be nearly three-fifths of the iron made in the district. For this article alone the pre-eminence of Cleveland has been attained within fifteen years of its entry on the new epoch of its existence as an iron-field. After more than two years of unfavorable times the price of pig iron is, however, only a trifle better than it was in December, 1867. Nevertheless there is a stronger demand. It may also be mentioned that while no combination has interfered to lessen the production during the past twelve months, but that it has considerably increased, the make of the district has been disposed of, and the trade will commence operations in 1869 with lighter stocks than they have done for several years past. Business in Cleveland iron warrants has been very limited during 1868, but the stock in store has not materially increased, and it stands now at seventy-two thousand and twenty-nine tons.

The absence of strikes and wages disputes has conspicuously marked the year's operations, and the reduction of five to ten per cent. in January last, which was promptly acquiesced in by the men, has greatly contributed to the steady year's working of the trade. The large manufacturing branches of our great iron industry in the north of England and Cleveland have felt the general stagnation more than the pig iron trade. Most of the bar iron and plate mills have had to complain of being only partially employed during the year. The slight reaction in iron shipbuilding, principally in consequence of the demand for transport steamers for Abyssinia, contributed a little to relieve the gloomy condition of the operatives, but it was not until midsummer that any considerable accession of rail orders gave assurance that the prospects of the year were at all brightening. A few large shipments of railway material had previously cleared out for Austria, Holland, and Egypt, but it was only when the demand for Russian supplies, which had been for some time withheld, had fairly set in, that a few months' busy work was certain. The Welsh as well as the north of England makers eagerly accepted orders at moderate prices, and the late summer and autumn deliveries of rails to Riga, Petersburg, and Cronstadt will be remembered as the most active that have taken place for many years. Several of the leading iron-bridge-building firms were also fortunate in obtaining considerable orders from Russia for bridge work. The large iron foundries which were scantily supplied with work in the beginning of the year also gradually improved, and are now having more steady employment in all departments.

Amidst the depression and dullness of trade, however, there are several events which have transpired during 1868 that are not only important in themselves, but they cannot fail to be subjects of interest to the ironmasters of Cleveland; and first of all was the successful inauguration of the quarterly meetings of the north of England iron trade, which took place at Newcastle-on-Tyne on the 7th January. These meetings have since been well attended, and are now one of the established institutions of the trade. At the quarterly meeting, held at Middlesbro' on the 7th April, there was also an extensive series of specimens, illustrating that steel, from Cleveland pig iron, could be manufactured by various patented processes. Steel ingots, bars, plates, flange, and double-headed rails, were then exhibited. It is still confidently announced by some patentees that steel rails can be made from Cleveland iron at considerably less than the present cost by the Bessemer process, but these statements have not yet, we are bound to add, resulted in the establishment of any extensive plant for this purpose; although Messrs. Samuelson & Co., of Newport Iron Works, have been and still are employed in completing experiments. The question is so important that it naturally engages the consideration of many of the scientific men of the district. The demand for steel rails is generally increasing, and the subject must continue to force itself on the attention of the trade.

The opening of the spacious new Exchange at Middlesbro', the iron metropolis of Cleveland, on the 29th July, was also an event of great importance to the iron trade, as nearly all the trade meetings are now held there, besides a weekly iron market (every Tuesday) attended by the leading business firms in the district. It is worthy of mention that by the aid of the iron trade the North Riding Infirmary, which was erected chiefly for the accommodation of men injured at the various iron works, was lately freed from a debt of £2,500 by the proceeds of a bazaar held in the new Exchange. The great occasion, however, which has made the year 1868 above all others memorable for the Cleveland district, was the visit to Middlesbro', on the 11th of August, of his Royal Highness Prince Arthur, to open a people's park, given by Mr. Bolekow, (now member of Parliament for the town.) The occasion afforded the Prince an opportunity for seeing something of the iron-producing resources of Cleveland, as well as to inspect some of the mines and works of the neighborhood. The chronicles of the visit, which appeared at the time, gave an opportunity for an insight into the great iron workshops of the North Riding, which seldom occurs; and it only remains for the long-expected revival of trade to cause a further development of the strong and vigorous elements of its commercial life, by bringing to it again in 1869 an increase of prosperity. Nor should it be forgotten that the Northeastern Railway Company have acceded to the earnest appeals of the iron trade by voting a sum of £90,000 for the purpose of affording to Middlesbro' increased shipping accommodation; and that the

directors intend to show that they are fully alive to the interests of the immense staple trade which contributes so much to the revenues of the company. That there is a more hopeful feeling existing at present cannot be denied, and this is warranted by an improved demand, and affords promise that the year 1869 will be a more prosperous one for the Cleveland iron trade than its predecessor.

#### SOUTH YORKSHIRE IRON AND COAL TRADES.

The two important trades in the South Yorkshire district, which gave employment to many thousand hands, during the past year have been characterized by considerable irregularity and quietness. January opened at the various iron works with so few orders on hand for manufactured goods that it was felt necessary by several employers to reduce the wages of their workmen, so as to assimilate them with what was paid in other districts. The reduction was not accepted for some time, during which men suffered a great deal of privation nearly up to March. The puddlers and millmen at Milton and Elsecar, after standing out for some time, at last gave way, and before the close of the first half of the year the mills began to work well. In July business had become active at most of the large establishments, excepting the founderies, which were rather quiet. There was an increased demand for rails, plates, sheets, and hoops, so that all the principal iron works were once more nearly in full work and the men well employed. Rails became in still more active request, and considerable orders were placed for some of the home lines, one company taking something like five thousand tons for delivery in the neighborhood of Lowestoft. Plates for home consumption and the East Indies were also in brisk demand, while for most other qualities of merchant iron some large orders were given out. The quietness which prevailed at the founderies during the greater part of the year gave way in the last quarter, a considerable improvement having taken place in the business done in pipes, general castings, and colliery tubing.

The inactivity of the iron trade during the early part of the year in no serious way affected the make of pig iron, so that the out-put throughout the district was rather in excess of the requirements of manufacturers at various times. Nearly all the furnaces, however, were kept in blast; so that, in addition to the supplies from our local mines, insuring employment to a large number of workmen, a considerable tonnage of ironstone was imported from North Lincolnshire, and also from the extensive fields in the neighborhood of Wellingborough, near Northampton.

The Bessemer steel works have been moderately well employed during the greater part of the year, not only in the plain material but also in manufactured in the shape of rails, tyres, axles, &c. In the latter part of the year, however, the rail mill was quiet, and there was scarcely so much activity as there had been in the other branches, for which various causes have been assigned. One thing, however, appears pretty certain, that consumers of steel goods are deeply interested in the very important question now being agitated as to the production of a good quality of steel at a much less price than is at present paid for Bessemer. For several months the ironmakers in the Cleveland district were engaged in making experiments with the produce of their own stone, so as to produce a steel suitable for rails and other purposes, and to some extent succeeded. Several patents were taken out, but we are not aware that, so far, much has been done in utilising them to any extent. On the other hand, the nitrate of soda process, for which Mr. Heaton, of Langley Mill, is the patentee, appears to have found favor in many quarters, and is fast gaining ground in the estimation of several of the principal producers of pig iron. The specimen with which we were favored at the works was considered highly satisfactory when exhibited to some of the most competent judges. That a great trial is about to take place there can be no two opinions, and should Mr. Heaton's patent be taken up by our ironmasters—of which there appears some probability—converting apparatus will no doubt be put up in close proximity to the blast furnaces in some of the great centers of the iron trade, such as Cleveland and Northampton, in both of which the makers have for a long time been keenly watching the various systems proposed for converting their brands into steel. The question, however, is not now within the category of individual or local rights, but is one of at least national importance, and as such must be weighed.

The coal trade throughout the South Yorkshire district has been anything but good during the year, and so far as regards household qualities, has scarcely ever been worse. Steam coal to Grimsby has been tolerably active, although the local coalmasters have met with a good deal of opposition from those in Derbyshire. The tonnage forwarded to Hull, however, has not been so large as in some former years, while the prices have been considerably less, owing to the competition with other districts, although the freights by water from Barnsley and Elsecar have been very low at times, having fallen from £8 and £9 to £5 and £5 10s. per keel. The business doing in house coal to London from the beginning to the close of the year has been very bad indeed, notwithstanding the fact that the coal owners have done all in their power to maintain their position in what has hitherto been one of their best markets. The carriage rate, however, by the Great Northern from Doncaster to the metropolis, and by the Manchester,

Sheffield, and Lincolnshire, from the Barnsley district to Doncaster, has been so high as to prevent colliery proprietors from successfully competing with the Derbyshire owners, who enjoy a rate varying from 1s. up to 2s. per ton nearer the metropolis than the former do. For the purpose of obtaining a modification of the rate, several meetings of the Coal Owners' Association were held, and a memorial drawn up and presented to the directors of the Great Northern Railway Company, on the subject. However, with the exception of the acknowledgment of the memorial, no further notice was taken of it. The subject was brought under notice of Sir E. Watkin, on the occasion of the half-yearly meeting of the Manchester, Sheffield, and Lincolnshire Company, when the chairman deplored the falling off in the receipts from the mineral traffic, which was something serious, and promised to see the Great Northern directors with a view to getting them to reduce their rate from Doncaster to London. The efforts of Sir E. Watkin were of no avail, as the Great Northern directors drew his attention to the fact that he was charging about a penny per ton per mile for carrying coal from the Barnsley district to Doncaster, while they charged less than a halfpenny per ton to London. As a proof of the loss sustained, owing to the carriage rate, it may be stated that a member of one of the largest firms in South Yorkshire, and doing about the best trade in silkstones and other qualities, recently assured us that with a moderate rate he would have increased his business to London by fully one hundred thousand tons during the year, so that the loss to the Great Northern alone with regard to that one firm was considerably more than £30,000. During April and May so great was the depression, and so low the prices, that after very great difficulty the miners agreed to accept a reduction of five per cent. on their wages. Even this concession did not materially alter the state of affairs, and the railway on which the district almost entirely depends for its carriage to London still carried less, to its own loss as well as that of the colliery proprietors. Thus while the Midland Company in November conveyed more than twice the quantity of coal to London it had ever done before, the Great Northern shows a very large falling off, more especially with regard to the district to which it will ultimately have to look for its principal supplies.

A very fair business has been done during the year to Goole for shipment to eastern ports as well as to London, Gravesend, and other places. Coke has been in very good request for furnace and other works; and towards the close of the year some of the largest makers had the offer of contracts for large quantities, which they were unable to accept. Lincolnshire has been among the largest consumers, while a good deal has been forwarded into Northamptonshire and Derbyshire.

Notwithstanding that the trade has been so much depressed, new collieries have been opened out, and others are being sunk. Among those which have been completed may be mentioned the Denaby Main, near Mexbro', the deepest colliery in Yorkshire, the Barnsley bed having been reached at a depth of four hundred and fifty yards. Another pit close to Barnsley, known as the Pindar Oaks, has commenced drawing coal, and also the High Stile Colliery, belonging to Messrs E. Booth & Co. The sinking of the Monk Bretton Colliery, one of the largest in the district, was continued up to the close of October, when operations were interrupted by the irruption of a vast body of water, and it was not until the end of the year that the work could be resumed. The same was the case with regard to the new shaft at Ardsley, in connection with the Oaks colliery, but the men have recently commenced tubbing. An extensive colliery is being sunk near to Swinton, on the Midland railway, where there is a very large coal field, and where there are some thousands of acres as yet untapped. In some other parts of the district, including Havercroft, the coal has been either reached or is being sunk to, so that in all probability the district will be in a position to turn out a much larger quantity of coal than it has yet been able to do, and it is to be hoped that trade will increase in a corresponding degree.

The introduction of endless wire ropes and what is known as "the tail rope" into the district for drawing the corves up the inclines in colliery workings has been the means of doing away with horse-power to a very large extent. In some collieries upwards of fifty horses have been dispensed with, not only effecting a very great saving, but insuring greater regularity and increased speed. So satisfactory were the results in the first instance at the Wharnccliffe Silkstone colliery, that managers from various districts visited the works to see the ropes in operation, and were so fully satisfied of their advantage over horse labor, that they are now fast superseding the latter not only in Yorkshire but in more distant localities.

The promise held out towards the close of last year that a coal cutting machine would be brought out which would be all that our coal masters could desire has not been fulfilled. The prizes offered by the Cheshire and Lancashire Coal Association for the three best coal cutting machines, which were to be tested in May last, turned out complete blanks, as only three competitors entered the lists, and, after expending a good deal of money in perfecting and patenting their machines, they found that the money prizes were withdrawn and an offer to give medals substituted. So the whole thing collapsed. During the last two months, however, two or three machines have been brought out and tested, and with every prospect of being successful. With regard to these, seeing

the vast importance of giving the results of their working *in extenso*, we shall hereafter give them a special notice.

During the month of December two important events in connection with the coal trade took place, and are likely to have an important bearing on its future success. The first is the opening of the Great Eastern drops at White chapel, which will be the means of opening up to our colliery proprietors a new field for the sale of their produce. Already several of our coal masters have had the arches in which the coal is to be deposited allotted to them. The other matter is the presentation of memorials to the Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies, asking for a reduction of the present rate to the metropolis. Should the request of the coal owners be acceded to, not only will there be a very large increase in the quantity of coal sent from South Yorkshire to London, but there will also be a very large increase in the revenues of the two companies named. It is, therefore, to be hoped that the directors, in the interests of the shareholders, will not maintain their present policy; but by allowing the Yorkshire coal owners to compete with other districts to increase their profits and dividends, and at the same time show some little consideration for a body on which they have to depend for a very large portion of their mineral traffic, the entire of which by the Great Northern to London alone will be upwards of £350,000 annually.

#### THE LINEN TRADE.

The linen trade has fluctuated very much during the year; in the early part and up to the end of the summer half-year it was tolerably good. In plain and fancy drills the demand altogether has been very fair, while fine damasks have been in good request even when there was very little doing in most other fabrics, and almost up to the close of the year, some good orders for them having been sent in during the Christmas week. Window ticks, carpetings, crum cloths, and linen diapers, have been manufactured to a considerable extent during the summer months, but fell off afterwards. There has been a good business done by one or two firms in red-ruled napkins for the American market, but huckabacks and drabbets have been very quiet, so that stocks have largely accumulated, and the usual demand for the last-named fabrics during October and November was considerably less than in former years. Notwithstanding the depression which has prevailed, manufacturers, with very few exceptions, have been enabled to run their mills full time, although by so doing they largely increased their stocks. During the last fortnight the quietness which had so long prevailed gave way to a better state of things, several large orders having been sent in for various qualities of goods, for delivery during the new year. This has increased the confidence of producers, and as the stocks of both home and foreign merchants and retail dealers are known to be small, the prospects are now far more encouraging, and a strong feeling prevails that the year 1869 will make up for the bad trade which prevailed during no small portion of the year which has just closed. The prices of yarns have been very irregular; common qualities of tows were rather easy to buy at one time, and then were held firmly. The demand for them, however, from July and August was of a very moderate character, and at various periods they were offered at prices anything but remunerative. Towards the close of December, when a better tone prevailed, few transactions took place which were not in favor of the seller. Fine lines maintained their value pretty well, not being so much influenced by the slow trade as tows, and closed for the year at increased prices, with a still rising tendency. During the Christmas week a very fair business was done in several qualities of them at an advance of from 3d. to 6d. per bundle, manufacturers buying more freely, as a still further rise appeared inevitable on the opening of the New Year. With the exception of a few occasional intervals the bleach crofts have done a very fair business, seeing that they are not dependent altogether on the local manufacturers, a very considerable quantity of goods being sent to be bleached and finished from distant districts, and are sent off with the Barnsley polish on them, showing that the Barnsley finished goods have still a high reputation in the home and foreign markets, more especially for such fabrics as fine damasks and drills, and which they are not likely to be dispossessed of. Dyers, all things considered, have been kept very favorably going during the year in piece goods and yarns, being like the bleachers, not dependent entirely on the home manufacturers, but doing a good deal for other localities.

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### THE STAPLE TRADES OF LANCASHIRE AND YORKSHIRE IN 1868.

#### THE MANCHESTER TRADE.

At the commencement of the year just closed anticipations were freely indulged in of an amelioration in the condition of the cotton trade, which for so long a period has



been suffering under such severe and unparalleled depression. The value of the raw material had fallen to a comparatively low price, and strong hopes were entertained that this almost infallible indication of a profitable trade would continue. Others, however, even then prognosticated evil. They looked upon the probable supply of cotton as inadequate to the greatly increased consuming power of the world. These latter have been right, and the greater portion of the past year has been not one whit less unsatisfactory than the preceding ones. The failures during the past year in the cotton trade have been comparatively few and generally small in amount, and it has been a matter of both wonder and admiration that the district should have been so well able to stand the strain of almost uninterruptedly bad trade for so protracted a period.

*January.*—Producers began the year with exceedingly light stocks and with a considerable number of orders on hand. Buyers, particularly for foreign markets, looked upon the prices reached for both goods and yarns as comparatively safe, and consequently did not hesitate in giving out orders. A large business was done principally for export. The home trade, however, continued quiet. They still felt the effect of the high price of food, the Fenian agitations and the diminished incomes of many of the middle classes, caused by the collapse of so many public companies in 1867. During the first half of the month values did not vary materially, but a great improvement in tone took place, and a large business was transacted. Subsequently a more moderate trade was done, owing to spinners and manufactures having rapidly advanced their quotations, buyers hesitating as to the propriety of following the upward movement. Nevertheless sufficient was done to establish a very considerable advance. The bank rate throughout January remained unchanged, at two per cent. The bullion in the Bank of England at the last return in January was £22,319,625, showing an increase during the month of £378,578. Middling Orleans was quoted at the end of December 7½d., and on the 31st of January, 8½d.; fair Dhollera, 5½d. and 6½d.; 8½-pound shirtings, end of December, were quoted 8s. 9d. to 9s. 6d., and on the 31st January, 9s. 1½d. to 10s. 3d.; 32s twist, 10½d. to 10¾d., and 11½d. to 12d.

*February.*—The healthy demand of the past month was followed, during the first three weeks of the present, by an amount of speculation and sudden and unexpected advances, the like of which had not been experienced since the close of the American war. The heavy speculative operations in the Liverpool cotton market, in conjunction with the more than equivalent rise in the value of the raw material in America, India, and Egypt, stimulated our market, which, at the same time, received a further impetus from the favorable advices received from Calcutta, reporting a large demand for consumption, at higher rates. The concluding week was, however, much quieter. The extreme demands of producers were not responded to by buyers, and quotations somewhat receded. Values, however, during the month showed again a considerable advance.

The bullion in the Bank of England at the end of this month was £21,349,789, showing a decrease of £969,836. Middling Orleans and Dhollera Surats were quoted 9½d. and 8d.; 32s twist, 12½d. to 13d.; 39-inch 8½ pound shirtings, 9s. 9d. to 10s. 6d.; 34-inch 16 by 16, 8s, printers, 10s. 9d. to 11s. 6d.

*March.*—This month opened very quietly, and the prices offered were generally considerably below those producers were prepared to accept. On the 3d instant, however, an excited cotton market, with rapidly advancing rates for cotton (which, by the way, continued, though with many fluctuations throughout the month,) caused an improvement both in the demand for and values of all descriptions of cotton goods and yarns, and at times a large and excited business resulted. The home trade, however, still remained inanimate. The dearth of breadstuffs (wheat 72s. per quarter) continued to have a detrimental effect on the country demand, and buyers for the home trade contented themselves with small purchases for their immediate requirements. At the close of the month the market was much excited, and a considerable advance in the value of all our staples had taken place. Cotton during the month had risen in value 2d. per pound, being quoted on the 31st, middling Orleans, 11½d., and Dhollera, 9½d. The bullion in the Bank of England the last Thursday in March was £21,438,083, showing an increase of £88,294. 39-inch 8½-pound shirtings, and 34s 16 by 16, 8s printers, were quoted at the close of the month 11s. to 11s. 9d., and 32s, twist, 14½d. to 15d.

*April.*—At the commencement of this month we had an active market to report, with rapidly advancing values. Liverpool was intensely excited by the enormous rise which had taken place in the value of cotton. For the first three or four days the cotton market continued to advance, and by the 4th a further rise of 1d. per pound had been established in the value of the raw material. The sales of cotton during the week ending April 4th were of unprecedented magnitude, being estimated on the spot and afloat at 500,000 bales, or equal in value to about ten millions sterling. Spinners and manufacturers naturally raised their quotations in conformity with cotton, or refused to sell, not knowing at what rates they could cover such sales. The suddenness of this advance, however, led to reaction, and by the 6th the market had again become tamer. Buyers held aloof, and in many cases offered their goods previously bought for shipment for resale, preferring realizing a large profit here to sending high-priced goods and

yarns to their intended destinations. Until the 9th instant the market remained quiet, and decidedly lower prices were taken for the small sales effected. On that date, however, the stock of cotton proved much smaller than was generally anticipated, and a somewhat firmer feeling became apparent. This was, however, again succeeded by want of animation, a limited trade, and accumulating stocks. Producers became more anxious sellers. On the 22d an active demand again set in, stimulated by the great falling off in the receipts of cotton at the American ports, and a considerable trade was done for the next few days at advancing rates. A reaction was experienced by the 27th, and the market continued quiet until the end of the month. The bullion in the Bank of England at the end of April was £20,632,886, or £805,197 less than at the close of the preceding month. Quotations for 39-inch shirtings, 8½ pounds, were 11s. 3d. to 12s. 3d.; 34-inch, 16 by 16, printers, 8½ pounds, 12s. 3d. to 12s. 9d.; 32s, twist, 16d. to 16½d.; middling Orleans, 12½d.; and Dhollera, 10½d.

**May.**—The quiet and inanimate tone of the market reported at the end of April continued almost without interruption throughout May. Occasionally merchants were tempted by the reduced rates producers were prepared to accept to make considerable purchases, particularly for export, but the buying was by no means general, and the relief afforded by these transactions was but transitory. Stocks of both goods and yarns increased. Short-time working became more generally resorted to, especially in such places as Stockport, Rossendale, and Todmorden, where the heavier descriptions of goods are principally manufactured. Towards the end of this month a rather more cheerful feeling became apparent, and more business was transacted. The bullion in the Bank of England increased during this month £657,766, standing at the close at £21,290,652. The current quotations were, 39-inch shirtings, 8½ pounds, 10s. 9d. to 11s. 6d.; 34-inch, 16 by 16, 8½-pound printers, 11s. to 11s. 9d.; 32s, twist, 14½d. to 14¾d.; middling Orleans, 11½d., and Dhollera Surats, 9d.

**June.**—This month the market opened cheerfully. The harvest prospects were excellent, and it was generally anticipated that after the Whitsuntide holidays an improvement in trade would take place. For the first two or three days in June a fair amount of business was transacted at rather hardening prices, and any purchases made during the holidays were at rates previously quite unobtainable. On the general resumption of business on the 8th, it was, however, found that the demand, contrary to general expectation, was sluggish in the extreme, and until the 16th but a trifling trade was done. By that date stocks had accumulated, and goods and yarns were pressed for sale. The reduced rates which producers were willing to accept tempted buyers to purchase freely. Stocks were again materially reduced. Many makers who had taken orders attempted to advance their quotations, but found merchants still unwilling to follow the upward movement; nevertheless a fair trade, as to extent, was done until the 20th, when a quieter feeling, with slightly declining prices, set in, and continued to the end of the month. During June the bullion in the Bank of England again increased £1,642,329, and was on the last Thursday £22,932,981. The following were the quotations for 39-inch 8½-pound shirtings, 10s. 6d. to 11s. 3d.; 34-inch printers, 16 by 16, 8½ pounds, 11s. 3d. to 11s. 9d.; 32s, twist, 14d. to 14½d.; middling Orleans, 11½d.; Dhollera, 9d.

**July.**—The market opened quietly, but the reduced prices quoted by spinners and manufacturers tempted merchants, and a decidedly larger business was transacted, buyers being doubtless to some extent stimulated by the greater activity of the Liverpool cotton market. Merchants, however, soon satisfied their requirements, and by the 7th instant the market had again resumed a quiet aspect, with gradually weakening values. This state of things continued until the 17th, when a fair number of purchases again took place, but by the following day the improved demand had entirely disappeared, and until the 23d a semi-panic prevailed. Producers were willing to accept greatly reduced prices for their productions. Of this advantage was taken, and considerable purchases were made. Subsequently, we had a partial rally to report. Needy and anxious sellers having relieved themselves from stocks, the market assumed a firmer tone. Nevertheless, it continued quiet until the close of the month, although on the 31st some slight excitement took place owing to the reported discovery of a deficiency in the actual compared with the estimated stock of cotton in Liverpool. Producers quoted higher prices, but found them difficult to obtain for any considerable quantities. In July little change took place in the amount of bullion in the Bank of England. It was, however, increased by £31,670, and stood at £22,964,651. At the close of the month the following were the current quotations: 39-inch shirtings, 8½ pounds, 8s. 9d. to 10s. 6d.; 34-inch printers, 8½ pounds, 11s. to 11s. 6d.; 32s, twist, 12½d. to 13d.; middling Orleans, 10½, and Dhollera, 8d.

**August.**—August opened with a decidedly more active demand, doubtless again induced by the comparatively moderate prices for which goods and yarns could be purchased, and a very considerable business was transacted in the first half of the month. Prices gradually advanced, but the bulk of the sales were effected, as has of late usually been the case, at the lowest prices. Orders had accumulated in the hands of buyers, especially for goods and yarns adapted to the East, and they were placed without hesi-

tation. Stocks of shirtings and T cloths, particularly Mexicans, were cleared out, and many makers were placed heavily under contract. This improvement extended, and purchases were freely made for the continent. The home-trade houses also, being probably influenced by the favorable harvest prospects, bought less cautiously. By the 19th values had advanced considerably, but then a partial reaction set in, and the market assumed a much quieter aspect. Cotton, however, continued to increase in value, and producers essayed to obtain corresponding rates, but with only very partial success, business being thereby materially curtailed. Buyers showed the utmost disinclination to follow the further upward movement, and, as a rule, restricted their operation to such small and pressing orders as required immediate execution. The position of spinners and manufacturers consequently became worse, they being totally unable to obtain an advance at all equivalent to that established on the raw material. During this month many mills previously running short time had again resumed full operations. The bullion in the Bank of England was this month reduced £2,190,550, being at the end of August £20,774,101. The last quotations were for 39-inch 8½ pounds shirtings, 10s. 3d. to 11s.; 34-inch printers, 16 by 16, 8½ pounds, 11s. 6d. to 11s. 9d.; 32s, twist, 12½d. to 13d.; middling Orleans, 10½d.; Dhollera, 8d.

*September.*—The advances on both goods and yarns quoted at the end of August materially limited business at the commencement of this month, and, with the exception of some considerable purchases of 39-inch shirtings for China, also yarn for the same market, the trade transacted in September must have been decidedly below the production. Previous orders, and the very moderate subsequent sales, were, however, sufficient to keep the market steady for the first week. Then a rather sharp decline took place, and continued until the 16th. Buyers then came in more freely, and a fair amount of business was done. Prices became less irregular, and for the next two days rather higher rates were asked by sellers, who hoped to regain a portion of the previous decline. In this, however, they were disappointed. Buyers again refused to pay higher prices, and the market relapsed into dullness, which continued till the close of the month, notwithstanding the higher rates quoted for cotton. Bullion in the Bank of England, £20,964,840; showing an increase of £190,739. The annexed were the current rates quoted at the end of September: 39-inch shirtings, 8½ pounds, 9s. 7½d. to 10s. 3d.; 32s, twist, 12½d. to 13d.; middling Orleans, 10½d.; Dholleras, 7½d.

*October.*—This month was quite as unsatisfactory to the cotton trade as its predecessor, and the complaints of bad trade were loud and general. Throughout the month short-time working was recommended, but was only adopted to a small extent. Cotton advanced, and on goods and yarns little, if any, improvement in prices could be obtained. Each day, however, a moderate business was done, and producers were enabled to keep down stocks. Quotations for both goods and yarns varied but little. The bullion in the Bank of England was £19,844,861, being a decrease of £1,119,979. 39-inch 8½ pounds shirtings were quoted 9s. 7½d. to 10s. 6d.; 34-inch printers, 16 by 16, 8½ pounds, 10s. 9d. to 11s. 3d.; 32s, twist, 1s. 1d. to 1s. 1½d.; Orleans, 11½d.; Dhollera, 8½d.

*November.*—November opened with an excited and dearer cotton market, but buyers had shown little disposition to respond to the efforts made by spinners and manufacturers to obtain an equivalent for their goods and yarns. Nevertheless, this market throughout the month reflected Liverpool. As cotton advanced, producers adhered more firmly to their quotations, or essayed to obtain higher rates, and, simultaneously with a full in the cotton market, lower rates were again accepted for goods and yarns. Throughout the month a fair amount of trade was transacted, especially in printing cloth, previously so long depressed, and in yarns adapted for home and continental consumption. Nevertheless, the business done hardly equalled the production, and though stocks did not perceptibly increase, orders began to run out. It was very generally anticipated that after the elections a very general resort to short time would take place. About the 20th, however, a rather large trade was done in goods and yarns, and the reverse was the case. On the 26th a quieter tone became apparent, and continued until the 30th, when the larger sales of cotton, at advancing rates, again steadied this market. The actual fluctuations in values during the month were remarkably small. On the 19th the bank rate was raised to two and a half per cent. The two per cent. minimum was fixed on July 4, 1867, and remained unaltered for one year and four months. The bullion in the Bank of England decreased during November £1,588,224, and stood on the last Thursday at £18,256,637. 39-inch shirtings were quoted 9s. 7½d. to 10s. 6d.; 34-inch printers, 16 by 16, 8½ pounds, 11s. 3d.; 32s, twist, 13½d. to 14d.; middling Orleans, 11½d.; Dhollera, 8½d.

*December.*—At the beginning of this month quotations were adhered to with great tenacity, and were in some cases even nominally advanced. This arose, however, entirely from producers being deterred by the serious losses incurred at current prices from submitting to reduced rates, and not from any healthy demand. Indeed, the aggregate business done until the 10th was confined within very narrow limits. On that day rather more sales were effected, and somewhat higher prices were quoted, but by the 12th the market had again relapsed into a dull and inanimate state, which continued until the 15th, when a rather active demand set in, and a large trade was transacted.

Stocks were again cleared out, and values slightly advanced. On the 22d a meeting of the trade was called, and was largely attended by those interested in the trade, and it was resolved to use every endeavor to induce spinners to reduce the working hours by one half during January and February. Since then the market has been strong in tone, and goods and yarns have steadily increased in value. Spinners and manufacturers have shown much less disposition to sell, except on terms decidedly more favorable to themselves, being, doubtless, influenced by the increasing cost of the raw material, but more particularly by the possibility, if not probability, of a general resort to short time. Buyers, also, owing to the same circumstances, have given out their orders more freely. The month closed with an exceedingly firm market, but with only a moderate trade doing. On the 3d the bank rate was advanced to three per cent. The bullion in the Bank of England on the last day of the year was £18,445,858, or an increase since the preceding month of £189,221. And the following were the current rates for 39-inch 8½ pounds shirtings, 9s. 9d. to 10s. 6d.; 36-inch printers, 16 by 16, 8½ pounds, 11s. to 11s. 9d.; 32s, twist, 13½d. to 14d.; middling Orleans, 11½d.; Dhollera, 8½d.

The prospects of the cotton trade for the next few months, we are sorry to say, do not look bright. If the trade combine and work short time, they will have done all in their power to put an end to the present ruinous state of this great national industry. There are, however, some indications of a better time coming. The cheapness of food and the generally augmented prosperity of the country foretell a probable improvement in the home trade. The enormous shipments of our productions to foreign markets and their ready sale show that our producing power has not exceeded the consuming ability of the world, and that every element of a prosperous trade is in existence save that great one—a sufficient supply of the raw material—without which there can be no profits accruing to either spinners or manufacturers. The high prices of cotton ruling this season will, however, have stimulated the energies of foreign countries to so great an extent that we may hope, with every prospect of not being disappointed, that before the present year shall have passed away all fears of a deficient supply of cotton will have disappeared.

#### THE SILK TRADE.

Our annual reports of the silk trade for the district have been year after year so unfavorable that it is quite a relief to be able to report some amelioration. There has, on the whole, been a more current sale during the past year for the greatly diminished production of English broad silks.

The throwing trade has, however, experienced the greatest improvement. For several years this branch was so depressed that many mills were entirely stopped, and machinery in many cases was sold to be broken up, as if there was no hope in the future. This is now changed; the throwing mills have for several months been fully employed, so far as work-people could be found for them, and this activity still continues.

Though the depression in all branches of the silk trade has been severe and protracted, perhaps in no branch more so than in the broad silk trade of this district—many of the manufacturers and large numbers of the work-people having been driven from the trade by foreign competition—an opinion still prevails that our imports have consisted chiefly of figured and fancy goods, and that this is due to the superiority in design and taste of the continental manufacturers. This was stated by Professor Leone Levi some months ago, and Mr. Gladstone said, at Leigh, that the manufacturers of plain goods had not been seriously interfered with, for the large imports did not consist of plain goods, but chiefly of velvets, rich fabrics, articles of design, and ribbons. But this is a mistake; the broad silk manufacture of the continent is in the main a plain trade—fabrics into which design does not enter—and the great bulk of our imports have been plain black goods. It has, in fact, been in the dyeing that our manufacturers have been most severely beaten; not in the dyeing of colors—for there is not a color produced on the continent which our dyers cannot equal—but in dyeing, or rather in giving artificial weight to black silk in the process of dyeing, and this is now practiced so successfully that one pound of silk is, when dyed, augmented to one and three-fourths pounds or even two pounds, and the natural brilliance retained; whereas one pound of bright-colored silk is diminished in dyeing to twelve ounces, or to fifteen ounces.

In this has consisted by far the greatest advantage the foreign producer has had, and by this means he has been able so greatly to undersell the English manufacturer in black silks.

We have on former occasions explained this, but it is well to repeat, that it has not been in superiority of design that the foreigner has had any great advantage, because comparatively few goods of this character are imported; nor in color, but in skill in adulterating, and thus greatly reducing the cost of the staple article—plain black silks.



Silk thus "charged" or "weighted" is much injured in durability, but the goods are apparently much cheaper, and the public buy them; and there being no longer any secret in this, our manufacturers find themselves driven by competition to adopt the same course. The remedy is in the hands of the public—the consumers. We wonder that no steps are taken to improve the reeling of China silk. We have in previous articles explained that the Chinese cocoon is finer than the cocoon of the continent. In its nature it is equal to any other silk—superior to most; but, owing to imperfect machinery and want of skill, we still have the coarse, uneven, inferior silk of commerce.

We learn that there are some Chinamen of progress desirous to adopt the European system. Can nothing be done in this direction?

We may just allude to the fact that dissatisfaction is expressed in Lyons with the competition of Swiss manufactured silks in the Paris market, and it has been mooted that a duty should be placed on them; in other words, the French manufacturer talks of requiring protection!

#### THE BRADFORD TRADE.

We have no special features to notice in the history of the Bradford trade in 1868. Business has moved along quietly on the whole, enlivened here and there by periods of activity, which were afterwards followed by intervals of depression. Undoubtedly the transactions of the year have been more satisfactory than those of 1867, but still, all concerned in the trade of the district feel a certain amount of disappointment that the year just closed has been far less active and remunerative than was generally anticipated in the opening months. In reviewing the operations of the market, we begin with—

Wools, and taking the bright-haired trade in English wools, we find that January commenced with very great depression. Prices had been rapidly declining in 1867, and wool, in sympathy with cotton, was, when 1868 began, still descending the sliding scale of values which the termination of the American war had initiated. In January, however, the bottom was touched, but not until some extremely low sales had been made, wethers being especially extraordinarily depressed, and fetching fearfully ruinous prices. Towards the end of the month a revival took place—buyers were tempted by the exceptionally low rates ruling, and commenced operations which, when February arrived, were gradually extended, until in that month there was a general resumption of business. Consequent on this, prices rapidly advanced, wethers, previously so much depressed, recovered  $1\frac{1}{2}d.$  per pound, the very extensive purchases of this class of wool for 30s super yarns having the effect of raising its value more in proportion than hogs. March was a very heavy month; immense lots were cleared, and quotations gradually hardened. In April, also, there was great activity; values continued to advance; wethers fetched  $16\frac{1}{2}d.$ , and hogs  $20d.$ , but afterwards declined about  $\frac{1}{2}d.$ , as when the month drew to a close business slackened, and the upward course of prices received a decided check. In May rather less was done, buyers were anxious to see what the coming clip would be, and therefore narrowed their transactions, causing a certain degree of flatness to characterize the market generally. Towards the end of this month and June consumers and staplers commenced their operations in the country, the clip was found to be unprecedentedly large and first-rate in quality, farmers sold very freely, and immense quantities of wool came to hand. In June a good business was done in this market, although the end of the month was characterized by a dullness which became very much intensified in July, when very few transactions took place, prices, however, being but little affected. In August trade was quiet, but quotations were steady, September presenting much the same aspect, with the exception of hogs, which to some extent were bought speculatively in anticipation of a scarcity in 1869, owing to the failure of the turnip crop. In October there was an improved demand. Hogs and wethers advanced about  $\frac{1}{2}d.$ , and November found a continuance of the inquiry. In November a good business was done; some very heavy purchases were made, and staple stocks were very considerably reduced. Prices hardened, more especially for choice luster sorts. December opened with a large demand at stiffer rates, but business dropped off to some extent as the year drew to a close, quotations, however, being fully maintained. A reference to our annual table of Lincoln hogs and wethers will show the actual fluctuations during the year, and it is worthy of notice that prices have been lower in the past twelve months than in any year since 1858.

Table of the prices of Lincoln hogs and wethers from 1859 to 1888 inclusive.

	1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		1867.		1868.	
	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.
January	21	19	21½	19	22½	20½	22	20	23½	20½	26	24	31½	27	26½	26	24	20	17	13½
February	19½	17½	21½	19	22	20½	21	19	22½	20	26	24	29½	26	28	25½	23	19	17½	14½
March	19	17	21½	19	21	19	21	19	22½	20½	27	23½	25	23	28	25	22½	18	16	15½
April	19	17	21½	19½	22	20	20½	18½	22½	20½	30	26	24	20	28	23	22½	18	19½	16½
May	17	14½	21½	19½	21	19	20	18	22½	20½	30½	26	25½	24	24	22	20½	17½	19½	16½
June	18½	16½	22	20	16	16	20	18	23½	21½	28	25½	27	25	20	18	21	17	19½	16½
July	20	18	22½	20½	18	16	21	19	23½	21½	32	27½	28	26	22	19	20½	16½	19½	16
August	19½	17½	22	20	19	17	21½	19½	23½	21½	34½	27½	27	25	25	22	20½	16½	19½	16
September	20	18	22	20	19½	17	22½	21½	24	22	30	26	28	25½	24	21	20	16	19	16
October	20½	18½	22	20	20½	19	23½	21½	25	23	29½	24½	28	25½	23½	21	18½	14½	19½	16½
November	21	18½	22½	20½	21½	20½	23½	21½	26½	24	30	25	28½	25½	23	20	18	14½	20	16½
December	21½	19½	23½	20½	21	19	23½	21	25½	23½	32	27	29	26	24	20	17	14	20½	17

\* The fluctuations in these months were so great that we give opening and closing prices.

Average price of Lincoln hogs for 1859, 19½d.; 1860, 22d.; 1861, 20½d.; 1862, 21½d.; 1863, 23½d.; 1864, 2s. 5½d.; 1865, 2s. 3d.; 1866, 2s. 1d.; 1867, 20½s.; 1868, 19d.

Average price of wethers for 1864, 2s. 1½d.; 1865, 2s. ½d.; 1866, 1s. 10d.; 1867, 17d.; 1868, 15½.

Staplefs have, on the whole, had a fair year for business. Stocks have been heavy, and, in some cases, led to loss; but, compared with 1867, there is cause for congratulation, and if profits have not been large there is no depreciation of capital to deplore, such as characterized the trade of the preceding twelve months.

The down wool trade presents in the main the same features as the bright-haired sorts, with, however, less variations in value, both at the highest point and the close of the year. Business transacted in Down wools was principally at the same periods of the year as in other descriptions. After January, a good trade was done until May and June, with improving prices; after then a lull took place until October, when operations recommenced and continued until nearly the end of the year. In October and November American buyers entered the market and bought extensively, the low price of this class of wool making it worth while for them to use it instead of their own and Canadian sorts. A fair business on the whole has been done, but it is evident that the consumption of Down wools is gradually lessening, as the taste of users runs more than ever on lustrous descriptions. During the whole year matchings have been much better to sell than fleeces; and, singular to say, teg matchings have been worth less than wethers.

Prices of down, tegs, and ewes, (fleeces,) at the beginning of 1868, were 16d. and 14½d. to 15d., respectively; closing values are about 16½d. to 17d. and 15½d. to 16d.

Scotch wools have been little in demand. They were much depressed in value in 1867, but in 1868, in sympathy with other sorts, have experienced a slight recovery. White Highlands are now worth about 6½d., laid Highlands, 5d. to 5½d. Hotany wools, like Downs, are declining in favor in this market, and very slight, comparatively, has been the business of the year. In the August sales, sorts used here declined 1d. to 2d. per pound, but advanced in December from ½d. to 1d.

In alpaca a large business was done in the early months of 1868. Prices in January were from 2s. 1d. to 2s. 3d., but advanced with rapid strides till June, when 3s. was reached. Since then there has been an absence of business, though nominally prices are unchanged. Stocks are large in the ports, and spinners are fairly supplied.

Mohair.—In Mohair we have had a most extraordinary year. The demand has been enormous, and an immense quantity has gone into consumption. The advance in value has been very great. In January quotations were 2s. 5d. per pound. Up to March there was a rise of 3d. per pound, and from that month to October, a further jump of 10d. Up to end of November there was no cessation in operations, but December ruled rather quieter. Closing rates are, however, firm at 3s. 7½d. Stocks are very light out of consumers' hands.

Export yarns.—In export yarns a moderately good business has been done during the year. To a great extent, merchants here have led the trade by speculations, thus

forcing up the market and enabling them to sell to consumers on the continent at a fair profit. This was especially the case in the earlier portion of 1868, as the rapid advances which took place enabled buyers to quit their purchases with advantage; subsequent operations, however, in some instances, failed to yield any benefit, and even perhaps to a slight degree entailed loss. During the whole of the year business has principally arisen from the operations of merchants in anticipation of the wants of their customers rather than from the action of those customers themselves, and therefore it is no matter of wonder that occasionally in the past twelve months some imprudent purchases have been made; on the whole, however, there has been no serious cause for complaint, and those engaged in the trade report a pretty fair year, though not so good as they were led to expect from the character of earlier transactions. In January prices were extremely low, great stagnation existed, which, however, was soon dispelled when February commenced, as then buyers, induced by the very depressed rates ruling, operated extensively and continued to do so until May. Some very large purchases were made in 30s super and two-fold yarns, luster wefts being also well taken. Quotations quickly advanced, 30s, for instance, running up from 8s. 6d., 9s. 6d., and 10s. per gross respectively, to 11s. 6d. to 12s., 12s. 6d. to 13s. 9d. to 14s. Subsequently quietness reigned, prices gave way, and virtually but little new business was done until October, when merchants again bought freely, and continued to do so until the end of November, two-folds being particularly active. Not much was done in December, as the advanced rates demanded by spinners had the effect of stopping purchases.

Home yarns had a fair, but not very extensive consumption. Luster yarns have been greatly in favor, and also colored wefts. Coburg and Botany yarns have had a very poor year, and alpaca wefts have been quiet since June. Mohair yarns, both pure and mixed, have had a very extensive sale, and a great weight of thick counts has been used for ladies' mantle cloths. Spinners are pretty well occupied, but complained slightly of a difficulty in getting particulars at times from their customers.

Prices generally have advanced, of course, considerably during the year, and the market now is exceedingly firm, particularly for two-fold and luster yarns.

*The piece trade.*—At the beginning of 1868 stocks of goods, both plain and fancy, were heavy, and weighed the market down to a considerable extent. Business, however, revived almost as soon as wool began to improve, and the accumulations of 1867 rapidly entered into consumption. The home branch has not been, on the whole, very remunerative; the early business of the year was satisfactory, and left good profits, but the transactions afterwards were rather the reverse, the fall trade being slow and dragging, and burdened with many drawbacks. Owing to the hot, dry weather, the season for spring and summer goods was greatly prolonged, and this enabled manufacturers and merchants to quit their stocks and drapers to clear their shelves with considerable advantage. There was no "leaving to account" or canceling of any moment, and this caused business to terminate healthily, so far as the first portion of the year was concerned. Unfortunately, the autumn trade opened and continued quiet, affording little encouragement to those engaged in this department of the market. French goods interfered materially with our dark fancies, and caused our own styles and cloths to be less in favor than formerly. One distinctive feature marks the character of the fancy trade for the fall, and that is the great weight of the fabrics brought out, and which ultimately led to difficulty in both dressing and wearing, as, in consequence of the hot weather, manufacturers had considerable difficulty in keeping their hands at their work, entailing in the end both loss and inconvenience. Owing to this, many orders were so long delayed and so late in delivery as to be practically useless to the merchant, and many cancels were made of goods which otherwise would have gone into consumption. Corded cloths, reps, poplins, glacés, and other quiet fancy fabrics, have had the greatest share of favor; fancy goods, as a rule, being very quiet, and semi-plain in character. In plain goods, the trade done has not been extensive. Coburgs have met with a miserably poor demand; alpacas have only enjoyed a moderate share of attention, orleans, however, being pretty readily sold. The American business, taking the restrictive and almost prohibitive tariff into consideration, has been perhaps as good as could be expected. In all soft non-lustrous cloths, such as coburgs, Italians, and de laines, their own manufacturers are enabled to drive us out of the market, but in orleans, alpacas, glacés, and bright-haired fancies, we are still able to do a trade in spite of the ridiculously high tariff. Lastings, too, have had a very large consumption, and, allowing for all the existing drawbacks, we have on the whole cause for surprise that we have been able to send to the American market the quantity of goods which have left our hands.

The French trade is on a very satisfactory footing; our Gallic brethren have been good customers to us during the past year, and we to them; our spring fancies eclipsing theirs, and enabling us to sell against their productions for that time of the year, and their autumn styles in turn placing them in a position to sell largely to us for the fall. The business in bright plain goods, such as orleans and mohairs, has been extensive, but alpaca lusters have fallen off. Our trade with France is employing a good many of our looms, and is exceedingly welcome to the market. To Germany a steady busi-

ness is reported; no special feature is prominent to dilate upon; fancy goods, glacés, and figured, have been relatively in better demand than plain articles, although orleans have perhaps had a fair share of the trade.

To Japan and China, compared with other years, a poor business has been done. Civil war in Japan had interfered considerably with commercial operations in that country, and the gradual change of costume has led to serious losses on some classes of goods shipped in anticipation of the native demand. Blankets have, however, been largely bought for the Japanese army, and enabled merchants to improve their returns. In China the trade done has been unsatisfactory. In the early part of the year heavy goods, such as camlets, were well taken, but figures have been a complete drug. To both Japan and China business has been much better in heavy goods than light fabrics. To Spain the trade was small; the civil war has of course restricted business. Italy, however, has taken a fair amount of our productions, as have the other continental markets.

The South American trade on the east coast has been but little, owing to the Paraguayan war; to the west coast a moderate business has been done.

Prices of all descriptions of goods have, as in yarns and pieces, varied greatly during the year. The bottom of the market was, of course, in January, the highest point in May. During that time alpacas advanced about fifteen to twenty per cent., orleans the same, lastings twenty to thirty per cent., coburgs five to ten per cent., SS camlets 30 per cent., and fancy goods in proportion. After May there was a gradual decline until October, and then a slight recovery, leaving closing values in alpacas five per cent. to ten per cent., orleans five per cent., lastings five per cent. to ten per cent., coburgs three per cent. to four per cent., and camlets fifteen per cent. below the highest level. Stocks of goods are somewhat heavy in manufacturers' hands, but moderate in the warehouse. Machinery is pretty well employed, and apparently the business doing is healthy, although far from large.

The year has not been encouraging as a whole. Those engaged in the trade had looked forward to a much better business than had existed, as raw materials were low, breadstuffs fell considerably, and money was cheap; no exciting political disturbances occurred, and apparently there were the elements of a good trade. Although disappointing in the main, there is, however, great cause for congratulation, inasmuch as though fractional profits are perhaps the rule, there are no heavy losses to lament, such as characterized the preceding year of 1867.

#### THE TRADE OF LEEDS AND DISTRICT.

Although the prospects of the new year were not of a very sanguine character, in consequence of this district not having yet fully recovered from the effects of the depression of 1867, it was remarked that even during January the woolen trade of Leeds was manifesting a few signs of improvement. Though the wholesale buyers only operated sparingly in the warehouses, purchasing by way of supplying immediate requirements, it was felt that a better feeling was prevailing, though the clearances made were principally on shipping account. During February and March, the favorable anticipations we have above indicated were fully realized, a fair business being done in the warehouses, principally on home account. The London trade was not quite as brisk as had been expected; but the shippers purchased rather more actively than had been the case since the turn of the new year. The woolen cap trade of the town also partook largely in the general commercial improvement of the district, sales being quite as large as is usually the case at this early season of the year. In April things were rather quieter, though the manufacturers continued to be well employed, principally to order, and though the shipping houses were still engaged in large transactions, principally on continental account. The season for spring goods being by this time at an end, the buyers in the warehouses did not operate so largely on general as they did on special account, confining their operations to the purchase of articles which they required by way of supplying immediate wants. The manufacturers were by this time actively employed in preparing goods suitable for the winter trade, and as they were working principally to order, the business of the district might be looked upon as being decidedly healthy. Shippers were less active, their consignments having been now completed with respect to this portion of the seasonal trade of the town. In June and July the inquiry in the warehouses was on a very moderate scale, and it was evident that country buyers and representatives of houses from a distance were not generally inclined to enter largely into purchases until the prospects of the harvest became more definitely assured. The home trade, however, was regarded as being, on the whole, in a satisfactory condition. The cap trade was quieter than is usual at this season of the year, but still it was as active as might have been expected, when the generally stagnant position of the cognate industries of the town was taken fully into account.

The "fall" trade had not fairly commenced in August, the very sultry weather that prevailed during this and succeeding months having the effect of inducing purchasers



to confine themselves to the satisfaction of immediate requirements, rather than enter into any speculative undertaking with respect to heavy goods, for it had not then been satisfactorily decided what class of winter fabrics was likely to be most in request for that season, though it was anticipated that tweeds and meltons would command a fair share of popular inquiry. The trade in the warehouses was on a very limited scale, though the manufacturers were now tolerably well employed in preparing for the forthcoming seasonal demand. A revival in the cloth-cap trade took place in this month, but was not long maintained. During September the harvest being now fairly over, and the gratifying results of the yield of cereals ascertained, rather more business was done in the warehouses, though not to the extent that might have been expected at this season of the year. The representatives of London, Manchester, and Glasgow houses, who visited the town at this time of the year, made up parcels of a miscellaneous character, buying, evidently, more by way of keeping their stocks properly assorted than in the shape of speculative enterprise; but as stocks in their hands were very low, owing to the excessive caution they had exercised since the commencement of the season, they were in a better position to indulge in these general purchases than is the case when speculation has been pushed to an undue excess. It was consequently expected by our Leeds manufacturers that the fall trade, though very late in a seasonal point of view, would still be more beneficial and extensive than had been previously anticipated, and in the course of a few weeks these expectations were fully realized by the event.

The classes of goods mostly in request in September were tweeds and low union meltons, both of which descriptions of fabrics sold to a very fair extent. Dark steel mixtures of tweeds were mostly fancied, and orange warps also commanded a fair share of inquiry, though, as this class of goods had not been much fancied by the manufacturers, the supply for several weeks was decidedly in arrear of the demand. Milled and thin meltons were principally in request, several large parcels in a variety of colors changing hands at this time, and principally for immediate consumption. Black unions—a class of goods extensively manufactured in this district, and which are deservedly in request, owing to the excellence to which this class of manufacture has attained—were only very sparsely in request during the earlier months of the year; but in September they began to command a greater share of attention, and large parcels changed hands during this and the succeeding months. Fancy coatings sold very incidentally for the greater part of the year, this class of goods not commanding any large share of attention in the cloth halls, and being transferred in small parcels, also, through the medium of the warehouses. A similar report also applies to black superfines, which throughout 1868 never attained to any great position in the halls, but which, nevertheless, changed hands steadily, and not spasmodically, from the merchants to the consumers. By this time the demand for heavy goods had fairly commenced, the inquiry principally running in the direction of beavers and witneys in various shades, though dark hues had a decided preference in both plain and mixture colors. With October we experienced a revival of the demand for tweeds, large stocks being transferred during that month; but, with this exception, the general trade of the town did not exhibit that animation which is usual at this season of the year. Woolen caps and hats experienced a larger sale than usual, and the makers were for several weeks very busy, principally in the execution of orders. The clothiers throughout the district continued to be tolerably well employed, and, as they were working principally to order, the whole business of the Leeds woolen neighborhood might be considered to be in a healthy state.

The last two months of the year are ordinarily unmarked by any signs of animation, owing partly to the seasonal demand being now over, and partly to the fact that merchants are disinclined to increase stocks with the stock-taking time so close upon their attention. The general election also contributed to disturb the ordinary business of the town, and the influence of that event was felt, more or less, for several weeks after the result of the appeal to the country had been fully determined. The cloth-cap trade was rather quieter, and the clothiers were also, to some extent, restricting their operations as their orders worked out, rather than manufacture to stock at such an untimely season of the year. Taking the past year as a whole, it may be considered one of an average character. There has not been any excessive or illegitimate trading, and the soundness of our local commercial system is generally held to have been largely consolidated during the annual term to which we are now referring; and this soundness is held to be perfectly satisfactory, after the random, reckless, and disastrous trading which prevailed a couple of years ago. Turning from the past to the future, it is now evident that the forthcoming spring demand will be in favor of tweeds in the new and lighter shades suitable for that period of the year, and of meltons in the fashionable styles so lately current, but with the modifications and improvements which time and experience have suggested to the manufacturers and others who cater so assiduously for the tastes of the general public. Thin black unions will also be certain to command a fair share of attention, the shipping houses operating pretty freely in the early months of the year with reference to this favorite class of goods. Articles suitable for ladies' mantles will next come in for a moderate amount of support, the fabrics most likely to be in request being

at the present time light makes of black and dark. All-wool superfines and fancy coatings command more of a regular than seasonal support, being in request, more or less, all the year round.

The next important industry in Leeds, the iron trade, in its various ramifications, has had a checkered and, on the whole, an unsatisfactory time of it since our last retrospect. Merchants' iron did not sell at all freely during the earlier months of the year; and the machine-making and tool trades were also in a depressed state. The builders of locomotives have been uniformly slack throughout the year, only few orders having come into the town, and these at such prices as were considered barely remunerative to the makers. In fact, it appears that this branch of business, once so important in Leeds, is now decidedly declining, this condition of affairs being, by some conservatives, attributed to the influence of the French treaty, and by others to the workmen obtaining wages which were not warranted either by the general state of the trade or by the rates at which the employers had taken the contracts. But it is also conceded, on the other hand, and that by a junior member of one of the largest firms in the town, that the French and Belgian makers have lately dropped into the habit of finishing their work in a better and a neater manner than has hitherto been the case in this country. This point having been conceded, it is evident it will be the duty of our makers to equal, if they cannot excel, the locomotives manufactured on the continent. The engineer-tool trade was in a very inactive state up to October, the complaint on all hands being that no orders were coming into the town, and, as a consequence, the skilled hands were only indifferently employed. The cut-nail trade has been in an averagely prosperous state during all the period now under review.

The flax business of Leeds has not yet experienced a revival, and the general cry of the spinners is that they have no orders for their goods unless they consent to dispose of them at prices which are not remunerative, the high rates maintained during the year for the raw material being fully taken into account. But the best run of foreign and Irish flaxes have been sold at unnatural rates, and, in consequence, the spinners only purchased by way of supplying immediate requirements, and would not enter upon any speculative engagements with the stiff markets staring them in the face. Yarns had thus a fluctuating and uncertain career during the year, and had in some instances to be disposed of at a loss, in order to lower stocks; and this state of the market did not improve as the later months waned away. Threads were in somewhat exceptional request during 1868, and the general average of the trade in respect of this class of goods may be stated to be of a satisfactory character.

The leather trade of Leeds is one of considerable importance, both with respect to the article itself and the several industrial uses to which it is devoted. In the first quarter of the year a good and steady business was done, heavy sole leather going into fair consumption at firm prices. Light substances, both English and foreign, were eagerly taken up, the demand being in excess of the supply. In dressing goods the principal demand was in respect of light common and shaved hide, and best kips and those of low quality also commanded a sale at full rates on their arrival in the market. The tanning business was not brisk, this being owing to the high price of hides. The wholesale shoe trade was flatter than usual during the first three months of the year. From April to June there was not much activity in respect of this branch of our industry. For very light sole leather, suitable descriptions of dressing goods, and thin offal, there was a fair inquiry, and the advance in prices was fully maintained, but heavy and middle substances only met with an incidental amount of inquiry. The shoe trade, however, now began to exhibit signs of improvement, and this increased activity continued until the end of July. During the later months of the year the demand for most descriptions of leather was of a more active character. Heavy butts and bends of prime growth and quality were in good request. Sales of kips, light-shaved and common hides, and horse hides, have been sufficient to keep stocks light and prices firm. There was also a better inquiry for shoes, which had declined in the public demand during June and July, and the wholesale trade in this large industry was kept fairly employed during the remainder of the year. During November there was a steady inquiry for leather, though trade was somewhat interfered with by the elections. Light sole leather passed principally into consumption, and, as stocks are adequate to the demand, the rates obtained were only of an average, instead of a firm, character. The other trades of the town were generally fairly active during the past year; but no special feature calling for remark presented itself with regard to any of these departments of our district industry.

#### THE HUDDERSFIELD TRADE.

We are sorry we are unable to give a more favorable report of the trade of this district for the year 1868. Without specifying any particular months where business has been better or worse, we may say that it has been in a very languid state throughout. We cannot point out any particular branch of manufacture specially as being really in a more healthy state than any other.

The home trade has not been at all satisfactory during the year; the clothing trade,



formerly consuming large quantities of low trouserings, &c., has been very bad, and the demand for this class of goods consequently very slight. Our cloth hall is not nearly so much resorted to by buyers as formerly, and a less number of makers attend there; goods usually exhibited in the cloth hall from 10*d.* to 16*d.* per yard, are now almost unsalable, except to the Cape and East Indies. There have been very few inquiries for low goods for the home trade. The trade to Glasgow, usually a large one for this district, has not been so good as usual, owing, it is said, to Scotch tweed makers, who have overstocked themselves, and have had to job off goods at exceedingly low prices. We may say that the manufacturers of silk-mixed trouserings and silk-mixed and worsted coatings have been moderately well employed, these goods being in good demand.

The continental trade on the whole has been on an average with former years; confidence in political matters being restored in the early part of the year, caused business to resume its usual course. France still continues to be a good market for this district, and a slightly increased trade has been done, staple and medium goods being most in demand.

The revolution in Spain has had a less effect on business than might have been expected; we hope when the new government gets thoroughly established, they will see the necessity of modifying their tariff.

America was formerly the leading market for this district, but now is of very little account. We can only ship a sprinkling of fine plain goods and a few novelties in fancy woollens for the fine trade. Blankets for America, owing to the last augmentation of the tariff, are now almost entirely prohibited, very few bales altogether having been shipped during the year 1868. The same remarks apply to low and medium woollens, and until the tariff be altered we are compelled to look upon the United States as a closed market for this district.

Canada: the buyers visiting this neighborhood have been very cautious in their purchases, and have not bought as many goods as usual; the low class of goods they have abandoned. They are making large quantities themselves. What they buy now from us is a better and firmer class.

The Australian market has to some extent recovered from the effects of the great over-importation of the past few years, owing to the comparatively light importation of 1867, and the more than usual care in the selection of the goods shipped. Unfortunately, the knowledge of this has led to the usual result, and this year the returns seem likely to show an increase of thirty per cent. There has been no failure of importance during the past twelve months, and there appears every prospect of this branch of trade becoming much more satisfactory than heretofore. Complaints are very general of the great inconvenience of the new mail arrangements, and it is much to be regretted that the old system cannot be adopted. According to the present plan only four days are allowed between the arrival and departure of the overland mail. The heavy mail positively leaves before the arrival of the letters.

The spinners in this district engaged in the spinning of wool and angola yarns for the Glasgow and Bradford markets have passed through a period of gloomy and bad trade. The demand for wincey goods throughout the year was by no means great. The occasion of overtime work by a number of spinners, and working of short time by others, has brought the trade into a more healthy condition. We hear of some large orders being given out for next season at improved prices, and the next season may be looked forward to for a much improved state of things, so far as this branch of trade goes.

The wool trade has been anything but satisfactory during the year. At the commencement the dealers, who held above an average stock, looked for an improvement in the trade, in which they were disappointed; and the imports from the colonies and other parts being so much in excess of former years and of the demand, caused a reduction, as the year progressed, of about fifteen to twenty per cent., the trade still being very much depressed. At the close of the year, however, prices rallied a little, a slight improvement took place in the demand, and, for the current year, there is a prospect of a fair and remunerative trade.

The anticipations for the year just commenced are looked upon as very favorable, and we hope to see again a flourishing trade in this district, and that at the end of 1869 we may have a better report to make.

#### THE TRADE OF DEWSBURY AND DISTRICT.

The amount of business done in the heavy woollen district during the past year will perhaps amount to a full average, but it is very doubtful whether a proportionate amount of profit has been made by the manufacturers. When the last annual review was published in the Examiner and Times, trade was considerably depressed, and there was no very confident feeling that it would soon improve; but now there is a belief that the continental trade during 1869 will be active, even although the reduced rates on woollen goods imported into Austria will not, as was expected up to a few days ago,

come into force. In January last the manufacturers in the Dewsbury district were complaining of the want of orders, but before the month closed a goodly number had been placed, chiefly with Batley houses. The demand was mainly for dyed presidents, at about 3s. 8d. per yard, and those goods have kept the lead during the year, though the price has come down to 3s. 3d. and 3s. 2d., in consequence of a cheaper cloth being asked for than at first manufactured. Besides this, makers sacrificed a little profit, and used greater economy in production. Similar goods, worth about 2s. 6d. per yard, came into favor early in the season—a cloth got up in various finishes, and maintained a good position for some time, as also did a fabric known as St. Knight's, but not to the same extent. These latter were originally designed by a Batley house, but now most are made at Dewsbury. Low velvets, at from 2s. 2d. to 2s. 3d. per yard, were also in demand at the commencement of the year, and they continued in request up to the close. The profit upon these goods has, however, not been of a satisfactory character, owing in a great extent to the upward movement of cotton during the first few months of 1868. No reduction in prices further than that above noted has taken place, and where goods have apparently lowered it has been in consequence of makers meeting the wishes of merchants, and producing a cloth from cheaper materials. Some orders for low-class army cloth, which were confined to a few large houses in Batley and Dewsbury, gave employment to a good number of hands for a time, but by April the continental trade was developed, and employment in the factories became general, a few manufacturers running their machinery overtime.

One peculiarity of the continental trade deserves noticing. Merchants cut off their orders from four to six weeks earlier than usual, and instead of business with the shipping houses lasting till the end of September, it was finished about the middle of the preceding month. The reason for this was the fear on the part of merchants and large firms on the continent of an outbreak between Prussia and France, which led to accumulations of goods at Vienna. There was a slight reaction in the shipping trade in the latter part of September; business generally had closed for the season, but several foreign buyers came over and made up some heavy parcels from the stocks in the warehouses. This relieved stocks materially. About May the rise in cotton warps, which at that time was equal to fifty per cent. upon the rates of the previous Christmas, caused some manufacturers to demand higher prices for cloth, and, as a rule, they obtained an advance proportionate to the value of the goods sold. In April orders were received for first-class sealskins, and the demand for those and low qualities became exceedingly brisk in the two following months. The goods were well liked, being showy, cheap, and lasting, and this year they may be said to have been quite a leading article. A few firms have done a quiet business with South America, chiefly blue pilots, and there have been transactions of fair amount with Australia, but trade with the United States, owing to the operation of the revised Morrill tariff, has been all but nil. In the previous year Canadian merchants, speculating upon the chance of a good home trade, and upon the chance of a little business with the States by means of runners, bought largely, but they found that stocks did not go off as well as they had expected, and, in consequence, their purchases during the period under review were somewhat restricted. Still a fair amount of business has been done direct with Canada, as in previous seasons, by a few of the chief firms. Chiefly through Leeds houses some large parcels of goods have been shipped to Italy, but the trade in heavy woollens with that kingdom, though it appears to be necessary, has not yet attained the dimension that was generally expected by commercial men. The greatest animation prevailed in the Dewsbury district in June and July, when continental shippers were pressing orders on makers, but the latter were much inconvenienced by want of water, the supply for manufacturing purposes by the local water works having been cut off, owing to the extreme dryness of the season. This was a benefit to the dyers and finishers on the Calder, in Dewsbury and Ravensthorpe, for they received great quantities of pieces from Batley and Batley Carr to finish. Owing to this want of water many of the goods which were dyed at Batley and Batley Carr were found to be faulty, and quantities were returned, to the great loss of the owners. Provision, however, is being made by an extension of the water works, to prevent a recurrence of a similar disaster in future. The home trade commenced well, but the demand for goods soon lessened, and business had to be forced. The prospect of a good harvest caused some speculation on the part of merchants, but the agitation throughout the country consequent upon the general elections, and the open state of the weather at the close of autumn and the beginning of winter, and which is lasting up to the present time, had a very bad effect upon business. Heavy woollens were extremely dull, and to some extent they remain so. Prices of goods, when 1868 opened, were low, and the rise in cotton warps seriously interfered with profits. Trade with Ireland had been hardly worth doing; several of the smaller houses having fallen, and great difficulty been experienced in realizing, at the proper time, upon consignments of goods to order.

In carpets there has not been much change from the previous year, except, perhaps, that Dutch have been less in favor. A great many kiddermisters have been manufactured for the London, Paris, and other markets, and the goods appear to be meeting

with increasing favor. The manufacture of white blankets, though perhaps below an average, was much larger than in 1867. The open winter weather tells against this branch of the trade, but there is decided activity manifested in the colored department. Before quitting the subject of manufactures, it ought to be stated that during the year a movement has been commenced by the factory operatives of Dewsbury for extending the factory acts to adult males employed in the woolen mills, and two conferences have taken place, though without result, between them and a number of manufacturers. The movement was originated to do away with the system of overtime which prevails to a great extent in the Dewsbury district, and soon an appeal is to be made to Parliament. What the result will be remains to be seen.

About raw material we have only to say that in mungo there has hardly been any alteration; it has ruled steady during the whole of the year. Shoddy, on the other hand, has declined since early spring, and importers will have suffered heavy losses. Cotton warps have fluctuated a good deal. At Christmas, 1867, they were as cheap as before the outbreak of hostilities in the United States, but by the end of March they rose to 1s. 6d. per pound, being an advance of nearly 50 per cent., and since have fluctuated within 2d. of that price. Wool, which was steady in January, rose in value and then steadied again, but prices have been lower since the July sales, though now there seems likely to be a reaction. The rise was confined to colonial wools, and did not affect the shipping trade. Olive oil was very dear during the first half of the year, but now may be had at a more reasonable rate. During 1868 large numbers of foreign buyers have visited the warehouses to make purchases from personal inspection of stock, and the system appears to be increasing. The Wednesday's market has been better attended than hitherto, and is found to be a great convenience to local buyers and sellers. On the whole the trade of the district may be pronounced as sound, no failures of any moment have taken place, and business is being steadily pushed in various quarters of the globe.

#### THE IRON TRADE OF NORTH STAFFORDSHIRE.

Very little excitement has marked the year's progress of the North Staffordshire iron trade. Dull at the commencement, dull at the close, there has been little between to impart cheerfulness except the oft-repeated flattering tale told by Hope. In the first week of the year the masters, impelled thereto by discouraging reports, decided on a reduction of wages by ten per cent., and the men, admitting that the step was warranted by the state of trade, after a slight stand submitted to that reduction. Three months elapsed before any improvement in trade was perceptible, though it was only to a slight extent; but in April, a difficulty in South Staffordshire with the workers, and the resulting cessation of operations, brought a good harvest to this district; and, though the improvement as to finished iron proved only temporary, owing to a compromise with the men of the south, the puddlers remaining out was the cause of an unusual run on the stock and make of puddled bars. Accumulated stocks vanished, the make was taken almost before it was cold; and the contracts entered into have kept the puddlers going to the present time. In June there was a decidedly better aspect in the finished-iron trade, and in the two following months the works were as fully employed as the excessive heat would permit, on orders for Russia and North Europe, which required early execution. At this time ironmasters might have booked forward contracts at current rates, but this they declined to do, as the rates were not deemed profitable. That in this they acted wisely is doubtful, for when in October the Baltic season closed, a general flatness put a veto on the expectation of advanced rates, and there has been but little briskness since, except for the smaller sizes of iron, which take no weight of metal. For a full quarter past, the new year has been looked forward to with sanguine anticipations, which have, during the past fortnight, gradually given place to despondency, and as the year closes it is admitted as a certainty that the trade is not strong enough to bear an advance in price. Each attempt in that direction has checked orders, for want of which several plate mills have dropped. The improved era is now definitely postponed till the second quarter of 1869, when it is hoped good orders will come in from Russia under the reduced tariff for bars, pigs, and rails. While their trade has been in an unsatisfactory condition, another cause of dissatisfaction has been superadded, in the extension of the factory acts to the iron trade. A deputation of ironmasters waited some time ago on the home secretary to point out that one effect would be to prevent the employment in mills and forges of all lads under thirteen, and this result has followed. The theory that the half-time system could be applied to the iron trade has failed in practice, and there is a strong feeling that the matter cannot be allowed to rest where it is, but that the new Parliament must be pressed to modify the legislation, in this respect, of the old one.

#### THE EARTHENWARE TRADES OF STAFFORDSHIRE.

The year just closed has been one almost devoid of excitement in the earthenware trade of the Staffordshire potteries. In each branch business has been below the

average throughout the year, and at times there has been an approach to positive depression, and among the working classes there has been a considerable amount of suffering, which, however, has not been obtruded on public attention. The latter fact is probably due, in a great measure, to the consideration of the employers, who, as a rule, have done all in their power to provide for their employes as much work as possible, even though that course has involved much risk of pecuniary loss; and another point to be placed to the credit of the masters is, that only in few and generally unimportant cases has there been any attempt to take advantage of the state of trade to reduce the rate of wages below the remuneration fixed upon when business was more satisfactory and profits possible; this being the more creditable when it is remembered that some classes of operatives, towards the close of 1867, availed themselves of a period of briskness to impose the terms of their societies on the employers. Had the masters resorted to a reduction, the plea of *lex talionis* could not with any grace have been combated. Some few manufacturers have maintained a fair home trade during the year, but generally the home demand has been inanimate. The close of the year witnessed some indications of improvement, although they were but faint, and certainly no good can follow from the forcing of trade by reducing prices; rather is it better in the longrun to wait patiently for the turn. Little better can be reported of trade with the continent, and it must be admitted that the anticipations of beneficial results from the French treaty have not been realized in the earthenware trade. Perhaps, however, it would be nearer the mark to say that continental competition has counterbalanced the anticipated results, and that but for that treaty our continental trade would be in a much worse position. Germany, Holland, and other nations of the continent are now supplying themselves to an extent much greater than hitherto. Their productive powers have largely increased, and as they have the advantage of labor at a much lower rate, many orders which used to come to this district are now executed at home. In France there is the further drawback of heavy cost of transit, more than twofold that to the United States; and until a remedy for this can be found in a cheaper interior transit, the transactions with France are not likely greatly to improve. At the same time that these convictions as to the continental trade are arrived at, attention is being attracted to another matter in which the continent gains an advantage over England—technical education. There has been some discussion of this topic in this district, but it is not taken up by those most directly concerned, and the system bids fair to continue under which foreign workmen are employed as painters and designers, in the manufactories of Stoke-upon-Trent. To show how much British workmen lose in this respect, it may be mentioned that £2,000 a year is paid to foreign workmen in one manufactory. This constitutes another drawback to the continental trade, which altogether presents no bright prospect for the future.

The general foreign trade, as well as that with the colonies, has afforded a set-off to the home and continental trades, but even here there has only been an average maintained. Here, however, there is room and ground for hope. Canada and Australia are vastly increasing in population, and the resources of those countries are being developed. In the East Indian Peninsula communication is being improved, and our trade in those directions must progress, while South America, it is to be hoped, will become more peaceful, and consequently a better customer. The trade with the United States has not yet recovered itself, although symptoms of improvement are visible. A spasmodic demand from the States in 1866 induced here a sort of mania for shipments thereto, the evil results of which were pointed out in our last year's review. Trade with the States has not yet recovered from those results, and throughout the year shipments have been much below those of a fair average year. Orders, indeed, have been suspended, and this course being resorted to by our principal customers, the general depression is accounted for. The worst, however, is believed to be past, and the election of President being over, our Yankee cousins are devoting themselves to commercial pursuits. Some have visited Staffordshire, and infused a little spirit into the manufacturers, who are hoping for a satisfactory and remunerative trade in the spring. The time of depression has not been an idle time, measures having been adopted which could not have been more than thought of during a period of full activity. A board of arbitration has been established, with the view of preventing strikes and lock-outs, and good relations between employers and employed have thus and otherwise become solidified. Then the abatement of the smoke nuisance, last year set down as an impossibility, has been experimented upon, and only the other day a code of regulations was adopted at a conference, and recommended for adoption by each of the pottery towns. Tried earnestly, it has been found that a considerable diminution of smoke may be (has been) effected, almost inexpensively, and the various local authorities, almost without discussion, are adopting the regulations drawn up by the conference. There has been no change in the scale of wages generally, nor have the prices of materials altered, except for borax (which has risen considerably in value) and straw, the shortness of which has involved the manufacturers in a loss equal to the extra cost, as the charge for packing is one of the unalterable laws of the trade.



THE CHEMICAL MARKET.

The year now closing has been one of general depression in the chemical market. At its commencement manufacturers probably realized prices that paid them a small profit; gradually, however, prices began to droop, and although at times there was some check given to the decline, prices in all cases are now lower, and in many actually below cost of manufacture. This state of the market is almost wholly caused by the depression prevailing in the United States, and the "hand to mouth" policy pursued by importers there. Although the shipments to United States ports have been large, and above the average of the previous two years, they have not been to the extent in contracts they have been in other years. It is almost impossible to predict the future course of the market, except that it hardly seems possible to believe it will remain in its present state, or prices remain so low. The stocks here are not large, and many manufacturers have been diminishing their makes.

*Soda ash.*—In January last the price of soda ash was about 2*d.* per degree. About the 1st March, some large contracts having been made, the better makes were held at at 2½*d.* From this point prices gradually declined, until in November they reached 1½*d.*, at which there were a few sales, and contracts made at 1½*d.* for all 1869. The market since then has been somewhat better from diminished quantities offering, and prices now are about 1½*d.* on the spot, and from that figure to 2*d.* for forward delivery. The exports from Liverpool to the three principal United States ports for three years past have been as follows:

	1866.	1867.	1868.
	<i>Casks.</i>	<i>Casks.</i>	<i>Casks.</i>
New York.....	29,722	28,006	34,285
Philadelphia.....	27,873	18,043	20,272
Boston.....	9,727	7,661	4,559
Total.....	67,322	53,710	59,116

*Caustic soda.*—The manufacturers of white caustic soda have been, perhaps, more favored with a steady demand throughout the year than the manufacturers of other chemicals, yet the quantity made of really white caustic soda is not very great. Probably not half of the caustic soda made and sold as white is really so. Great complaints on this score have been made by the importers in the United States, and not without just cause. The refusal of some manufacturers to grant allowances for caustic soda shipped as white, when it really should have been classed as brown, will condemn their brands in the American market, and leave but few there that can be really classed and sold as white. Matters of this kind will regulate themselves to the cost of the manufacturer. In January last the price of white caustic soda was 15*s.* per hundred weight for sixty per cent., and 20*s.* for seventy per cent. For cream-colored, sixty per cent., the price was 13*s.* 6*d.* From these points prices gradually declined to 14*s.* in August, with sales of white, sixty per cent., to some extent for forward delivery. The decline, however, continued, until in November sales were made of really white at 13*s.* 6*d.* per hundred weight, while some inferior brands were sold at low as 13*s.* The market is now more steady, and the supply of really white offering is very small. Price on the spot for white, sixty per cent., is about 13*s.* 6*d.* to 13*s.* 9*d.*; for seventy per cent. white, 17*s.* to 17*s.* 6*d.*; and for forward delivery about 5*s.* to 10*s.* per ton more is asked, with very little inclination on the part of the larger manufacturers to contract. The shipments to the three principal United States ports during the past year are below those of 1866 and 1867, partly because of the stoppage of three manufacturers during this year. They are as follows:

	1866.	1867.	1868.
	<i>Drums.</i>	<i>Drums.</i>	<i>Drums.</i>
New York.....	12,615	13,438	10,590
Philadelphia.....	4,002	5,040	4,157
Boston.....	1,092	997	1,026
Total.....	17,709	19,475	15,773

*Bi-carbonate of soda.*—The price of bi-carbonate in January last was 11*s.* 6*d.* to 12*s.* per hundred weight; it remained steady until August, when prices declined to 10*s.* 6*d.*; from that it declined in November to 10*s.*, with a few sales under that figure. The price to-day is 10*s.* to 10*s.* 3*d.*, and 10*s.* 6*d.* asked for all 1869; the market very steady.

**Soda crystals.**—In the beginning of the year the price for soda crystals was £4 17s. 6d.; it has gradually declined to £4 5s. to £4 10s., the present price; the market very dull, with a light demand. Contracts for forward delivery could probably be made at the inside price, as manufacturers on the east coast will contract at about £4 net.

**Bleaching powders.**—In January last the price of bleaching powders was 10s. 6d. to 11s. per hundred weight. There was a very steady demand until May, when there was some excitement in the market, and on large sales prices went to 11s. 6d. to 12s.; from that point, however, they have gradually receded, and the market is to-day dull at 10s. to 10s. 6d. The shipments to United States ports have been considerably more this year than for some years past. The stock accumulated there is said to be large; much of this has been rejected by the importers as not coming up to test, and they have, in this respect, the same complaint as the importers of caustic soda of the unfair treatment they receive at the hands of the manufacturers here. Some brands of bleaching powders it will, in consequence, be almost impossible to find a market for in the United States. The shipments to the three principal United States ports have been as follows:

	1866.	1867.	1868.
	<i>Casks.</i>	<i>Casks.</i>	<i>Casks.</i>
New York .....	18,489	16,647	20,526
Philadelphia .....	4,765	4,883	6,393
Boston .....	1,882	3,042	4,090
<b>Total</b> .....	<b>25,136</b>	<b>24,572</b>	<b>31,009</b>

**Alum.**—Prices are now about the same as they were in January, and have only slightly fluctuated: £7 5s. for lump, £7 12s. 6d. for powdered, and £8 10s. to £8 15s. for ground.

Arsenic is in steady demand for powdered, at £7 5s. to £7 10s. per ton.

Borax, reined, which was in January last held at 50s. per hundred weight, is now worth 65s.

Copperas in January last held at 57s. 6d., can now be bought at 52s. 6d.; demand light and market dull.

**Sulphate of copper.**—The market is steady, at £23 10s. to £24 per ton.

Freights during the year to United States ports have considerably advanced, and from here to New York on chemicals (except bleaching powders) 22s. 6d. is asked, and 17s. 6d. from London, with a firm market. The scarcity of vessels suitable for the North American trade will keep freights at these figures for some little time to come, and they may possibly go higher.

#### THE PROBABLE MONEY MARKET OF 1869.

• There are many signs that we have approached the end of the extreme depression. During 1867 and 1868 Lombard street has been uneventful, and its business has been unprofitable. There has hardly ever perhaps been a period at which it was so difficult to employ money, both safely and at a profit. But now we hope this will be in part altered. The great barometer of the money market, the reserve of the Bank of England, indicates as much.

Last year the reserve in the banking department was.....	£12,819,673
It now is.....	9,931,228

Being a diminution of.....	2,888,445
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Last year the coin and bullion were.....	22,061,728
Now they are.....	18,445,858

Being a diminution of.....	3,615,870
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These figures show that, whereas at the beginning of 1868 we had a much larger reserve than we needed, now we have only the minimum, with which we should be content. The banking liabilities of the Bank of England are now much larger than they used to be; they are—

Public deposits.....	£7,301,894
Private deposits.....	19,488,961
Seven-day and other bills.....	402,200
	<u>27,192,055</u>

£10,000,000 is therefore no extravagant reserve to require; two-fifths of these liabilities would be £10,000,000.



Let us examine the matter more strictly, as usual keeping separate the discussion of our capital, our bullion, and our credit. Without capital we should have nothing to lend; unless we keep a good store of bullion we cannot lend safely; unless credit is firm we shall not have nerve to lend. By capital we mean nothing abstract; we mean the sums on deposit at the Bank of England, the Lombard-street bankers, whether joint-stock or private, and the bill brokers. These are our means of lending. Mercantile bills, foreign loans, and so on, are the demands on these means. Which is relatively greater now than last year, the supply of capital or the demand? We do not believe that the supply of capital has much augmented; there are few signs of it, if any. The deposits in the Bank of England, which contain the bankers' unused balances, are less:

Last year the private deposits were.....	£21, 654, 971
This year they are.....	19, 488, 961
Diminution.....	<u>2, 166, 010</u>

The amount of capital "over," if we may use such an expression, as indicated by these figures, is less than last year, and these figures are a nearly infallible indication, because the private deposits of the bank rarely diminish much unless the bankers' balances in it decrease also, and these balances are that unused money. *A priori* it would have been expected that the savings of the country would have been augmented during the year, and so brought more capital into Lombard street. But in a year of depressed trade the moneyed savings of the country are not nearly so great as usual. We may lay down as a rule that when the customs revenue falls off considerably the savings of the country fall off far more. Most people do not deny themselves their customary indulgences till they have ceased to save; they arrest their provision for the future before they change their customary life. The small savings decline much before the tea and sugar duties decline at all. The large savings are gone before; the bad trade, before it shortens the earnings of the people, destroys the extra profits of the capitalist; he has hard work to "keep his family," as he calls it—that is, to spend as usual and as his wife expects; he does not begin to lay by for the future. For the last two years the savings of the country have not come to London as usual because they have not been made as usual. On the other hand, the trade demand on our capital does not augment.

The exports of the first eleven months of 1866 were £173,913,222; of 1867, £167,931,378; of 1868, £164,824,654. The imports of the first ten months of 1866 were £206,268,222; of 1867, £191,777,492; of 1868, £197,441,151, showing no increased requirement of capital. There is an impression, which we believe to be just, that many kinds of trade are more profitable than they were; but to this there is a great exception. The cotton famine is felt still in its distant effects, though not in its first and palpable form. There are no profits to be made in the trade; on the contrary, there is "short time" in it, and there is extreme distress in it. The commercial demand for capital does not yet augment, though perhaps there is an improved spring and energy in many departments, which seems as if it were going to augment. On the other hand, there are some signs that foreign borrowers—foreign governments especially—will come here for capital as soon as they can, and as much as they dare. Till lately they desisted. They said, "Let the remembrance of 1866 and the exhaustion of 1866 pass away; England must forget before she will lend." But now they think that enough time has elapsed. They are beginning to imagine that the first who comes will be the best served; that those who borrow now will get their money cheap, while those who try to borrow a year or so hence will get their money dearer, or may not get it at all. Though, therefore, the trade demand on our capital is not greater than it was, the foreign accommodation demand, so to speak, is likely to be greater. We do not like to say probably, but possibly there may be augmented demands on us in consequence of war. We do not mean that we apprehend that England will take part in that war. There is indeed much grave doubt whether the government is pursuing a sound policy. It is (at least so we fear) doing either too much or too little. If we are to help Greece or to help Turkey, Parliament should be convened and the reasons told. But if we are not going to help either, what are we doing? A conference of the great powers on the Turkish question is something like a conference of near relatives to discuss a rich man's will. They will agree in civil speeches while he is quite well; they will begin to get angry if he gets ill; and they will break out in enmity when he dies. Nothing but evil can come of such discussions. We have no fear of war for ourselves; neither Mr. Gladstone, nor Mr. Lowe, nor Mr. Bright would consent to that. But we may drift into some complexity from which we shall have to withdraw rapidly if not meanly. The quarrel between Turkey and Greece is a small quarrel, but minute sparks sometimes kindle great fires. Possibly the foreign demand for loans may be stimulated by a continental war in which we shall be lookers on, and which we shall be asked to feed with means. The loan demand, therefore, for our capital is as expensive as the trade demand, for the moment at least, is inexpansive. The case is exactly the same with the supply and demand of our bul-

lion. The trade demand is not likely to augment, and this is at the moment very serious. The gold discoveries have had a tendency to make the recovery from panics longer and more difficult. They pour into the world large amounts of the precious metals, which can only be used by an augmenting business. If business does not augment, if there are no more transactions than before, the store of bullion lies in the banks and depresses the rate of interest. Commerce as yet has been the main distributor of bullion; especially commerce with semi-civilized nations like India, where the coin remains and is hoarded. Loans to civilized countries produce little effect on the effective distribution of bullion; we mean that distribution which works on the rate of interest. The bullion is still in some great market, and, as all great markets are essentially one, it lowers the rate of interest more or less in them all. But loans to semi-civilized countries, like Russia and the east of Europe, have a real dispersive power over the precious metals. They are non-banking countries. Gold and silver which get there have a great tendency to stay there. To some extent these loans may counteract the accumulation of bullion, consequent, especially in this gold-producing age, upon an unprogressive state of trade. But still their effect will be partial only; and the stock of bullion in the Bank of France is £44,000,000 still—an amount enormous and overwhelming—of which some millions must be worked off before there can be a real change. Lastly as to our credit, our disposition or indisposition to trust one another, we think there is a real improvement. No doubt the disclosures of the years 1864-'66, which are even still made constantly, weaken returning confidence. No doubt the sanguine and credulous part of the community have been weeded out in 1866, and since. No doubt it will be long before their place can be supplied. But still there is a considerable revival of reason, and a considerable diminution of panic. A really sound investment is now sure of fair attention; it will not be unreasonably pooh-poohed. On the whole, therefore, though the very depressed state of Lombard street has passed away and the dead calm is over, yet real vigor is not come, and for some time not likely to come. The growth of trade is still checked, and the accumulation of gold at Paris is still oppressive, two cardinal facts, which must continue to have a depressing influence for months to come.

#### PROSPECTS OF FLAX SUPPLIES.

Messrs. Armitstead & Co., of Dundee, in their annual circular, published yesterday, observe: The prospects of supplies of flax for next year are by no means cheering, in consequence of the last year's crop having suffered so much from drought. Not only will the quantity be small compared with the requirements of many countries, viz., Germany, France, Ireland, &c., which will require supplies, but, from the samples of the fresh flax which have come forward, it appears the quality will, with few exceptions, be considerably under last year's, while prices are likely to rule very high. Already some transactions have taken place in Archangel flax, of which the quality is favorably spoken of, at £48 overhead for Vologda and Viatka Zabrack, and £37 and £38 for half-and-half tows; but now there are no more sellers at any price, and £47 for Viatka and £53 for Vologda Zabrack have been paid by French buyers. In Baltic flax almost nothing has been done as yet for this country, but the continued demand for parcels to be forwarded to France and Germany per rail has caused prices to advance to 60 silver roubles for K, a price which spinners here will not consent to pay for goods on contract at this early season, but will rather take their chance of doing better later on. The continued advance in prices of flax has no doubt been very adverse to those who kept out of the market; but, on the other hand, to those who supplied themselves freely early in the season the advance now is, of course, an advantage, as they are able, in consequence of the recent advance in yarns and cloth, to dispose of their productions at prices which will pay them, and it is to be hoped that the expectations of improved trade after the new year may be realized, so as to make it remunerating for all engaged in it. The high price and apprehended scarcity of flax will no doubt cause attention to be directed to such other articles as can be used as substitutes. Our trade in jute manufactures has not suffered from insufficient supplies of the raw material: it is true that for the first nine months the statistical accounts showed the quantities in stock and afloat this year to be considerably under the two previous years, and for a time prices were maintained by the prospect of small supplies and unfavorable reports about last crop. The prospect of short supplies, however, has been completely reversed by the unprecedentedly large shipments from Calcutta during the last four or five months, which not only quite dispel all apprehension of scarcity, but lead to the expectation of such a large surplus of supplies as is likely to cause a further depression in prices. As these supplies are still only on the passage from Calcutta, prices have not yet been much affected, although the general tendency for some time past has been in favor of buyers. With the single exception of the apprehended scarcity of flax and tow material, the prospects of our trade are by no means discouraging.

## THE COTTON TRADE.

The cotton market during the past twelve months has exhibited many peculiar characteristics, but in every instance they have been the result of influences having an immediate and direct connection with the trade at large. Questions of a political nature, whether relating to this country or any other quarter of the globe, have never assumed an aspect of sufficient significance to affect, in a perceptible degree, the value or ultimate prospects of the raw product. The monetary element, also, has been powerless in its operation, owing to an excessive accumulation of the specie reserve in the Bank of England, necessitating in that establishment an exceedingly low rate of discount during the greater portion of the year. In this respect the influence exercised by the mere value of money has, consequently, exhibited a marked contrast with the power and position it assumed in 1866, when every slight alteration in the bank rate caused an equally perceptible motion in the current values of the raw material; and considering, therefore, that these external elements, and indeed various others of a similar nature, have maintained, in their application to the cotton trade, an inert and passive attitude throughout the year, it would naturally be inferred that, with a low range of prices, such as those ruling twelve months ago, a period of sound and healthful trade would have resulted both to the importer, the spinner, and the manufacturer, and which inference, in point of character, would have been none the less forcible, considering the unsatisfactory state of the commercial arena during the two or three preceding years. As the sequel, however, illustrates, such an anticipation was unfortunately to be realised for only a short defined period—a period extending over three or four months, and then, during the succeeding six or eight months, gloom and disappointment were to be the great characteristic features of the trade, especially as applied to the Manchester market for goods and yarn.

The stock of all descriptions on the 1st of January amounted to 447,460 bales, and the value of middling Orleans on the same date was 7½d. per pound, which denotes the lowest point of the market for a period of seven years, dating from March, 1861, when the same description of cotton was quoted at 7½d. per pound.

The tendency of the market at the beginning of the month pointed to increased firmness, combined perhaps with rather more confidence as to the immediate and ultimate future, both as applied to the raw material and the manufactured article. In a few days the improvement thus noticed became more marked, and although in the interval a short period of depression ensued, a further advance was afterwards developed to the extent of ½d. per pound, middling Orleans on the 18th January being quoted at 8d. per pound. Such, however, was the extreme doubt and uncertainty generally prevalent, that from this date to the end of the month the market oscillated to and fro without interfering to any great extent with the values previously current, but the tendency, nevertheless, pointed to somewhat higher rates, middling Orleans on the 31st January being quoted at 8½d. per pound.

In the early part of February the tendency of prices was to decline, combined with the existence of a great amount of doubt and hesitation as to the ultimate course of values; but after the lapse of a few days, during which there was a short interval of improvement, telegraphic advices were received from the United States pointing to small receipts at the American ports, which fact, in combination with a rapid decrease in the Liverpool stock—the entire amount about the middle of the month not exceeding 290,000 bales—created in this market the utmost excitement, and generating on several successive days, advances exceedingly remarkable, amounting on the 17th February to ½d. per pound; 18th, ½d. per pound; 19th, ½d. per pound; and the 20th, ½d. per pound; or a total augmentation in value, in the short space of four days, of 1½d. per pound—the quotation for middling Orleans on the latter date being 10½d. per pound as compared with 9d. per pound on the 15th of the same month.

During the next eleven days, from 21st February to 2d March, inactivity became the rule, and, as a consequence, prices tended to a lower level, which, being further stimulated in that direction by advices from the United States pointing to larger receipts than anticipated, amounted altogether to 1½d. per pound—middling Orleans, on the 2d March, being quoted at 9½d. per pound. Immediately after this date the great tardiness with which cotton was forwarded from the plantations and depôts in the interior of India to the various ports of shipment, and the consequent contracted exports from thence to Great Britain and other foreign countries, the shipments to this country alone exhibiting a deficiency of about 70,000 bales as compared with the same period of the preceding year, began to attract a great amount of attention, especially as with that important fact was combined the probability that the deficiency would become even more apparent as time further progressed. When, therefore, this fact became thoroughly recognized, its operation on the market was instantaneous, as during the three following days, the 3d, 4th, and 5th March, the rebound upward was equal to ½d. per pound. During the next three weeks the tendency of the market was to harden, but, nevertheless, during that time prices oscillated to and fro, at irregular

intervals, to the extent of  $\frac{1}{4}$ d. to  $\frac{1}{4}$ d. per pound, in consequence of resolutions having been adopted in the manufacturing districts—especially in the east part of Lancashire—to resort to short time, and therefore the entire advance during the three succeeding weeks was not more than  $\frac{1}{4}$ d. per pound, middling Orleans on the 26th March being quoted 10 $\frac{1}{4}$ d. per pound. As, however, the short time movement was soon abandoned, if, indeed it had ever obtained a *locus standi* at all, a renewed demand immediately developed itself, resulting on the 27th March in a very active market, and a further increase in quotations of  $\frac{1}{4}$ d. per pound, which being again assisted by a continued falling off in the American receipts and small shipments from India, the latter, according to advices by telegram, exhibiting an increased deficiency of about 170,000 bales as compared with the preceding year, this market again became greatly excited, the total sales on the 28th and 30th March amounting to 60,000 bales, with a further advance by the 31st of that month of about  $\frac{1}{4}$ d. per pound—middling Orleans on that day being quoted at 11 $\frac{1}{4}$ d. per pound. During the next three or four weeks the repeated advices from India again pointed to limited shipments, which, at this comparatively late period of the season, was certainly a fact most significant in its character, and which, acting upon a market sensitive to a degree, became, in the hands of speculators, a potent and effective lever in forcing prices to an eminence which, as afterwards demonstrated, was certainly an extreme position, not altogether justified by the actual merits of the staple, the stock in Liverpool at this period amounting to nearly 400,000 bales, with a tolerably large reserve in the possession of spinners. To such dimensions, however, had the power of the speculative element increased through its many recent successes, that it was enabled to assume at this juncture a bold and determined front, and instead of facts and reason guiding the market, the latter was virtually carried away by the local and exciting influences of the hour, resulting in a further advance by the 27th April of 1 $\frac{1}{4}$ d. per pound—middling Orleans on that date being quoted at 13 $\frac{1}{4}$ d. per pound, or an increase in value since 2d March of 3 $\frac{1}{4}$ d. per pound, which has been the highest price obtained since March, 1867. An exception to these quotations may, however, be found in the current rates of cotton “to arrive,” the absurd and anomalous position of which, in comparison with the quotations on the spot, became a very marked and peculiar feature about this period of the year, the excess in the value of the former often amounting to  $\frac{1}{4}$ d. and  $\frac{1}{4}$ d. per pound. Indeed, on the date just mentioned, several transactions occurred in cotton at sea from Mobile at 13 $\frac{1}{4}$ d. per pound, on the basis of middling classification, being an excess of  $\frac{1}{4}$ d. per pound over the same description of cotton in Liverpool. At the present moment the operation of this principle is, however, reversed in an identical and equal ratio.

It has been surmised, and indeed openly expressed, by those immediately associated with the raw product, that the position of the Manchester market for goods and yarn during the past few months has been of a character not altogether unsatisfactory, and in support of that allegation the continuous demand in this market on the part of consumers has been pointed to as a conclusive and infallible proof.

Whatever assumption, however, may have been indulged in, the fact that the manufacturing interest has suffered, not only to a partial but to a very great extent, remains unimpaired; and if it further became necessary to introduce actual facts by way of confirmation, numerous instances could be recounted where the margin between cotton and yarn, on the same day, has exhibited a deficiency ranging from  $\frac{1}{4}$ d. to  $\frac{1}{4}$ d. per pound in the coarser numbers, and 1 $\frac{1}{4}$ d. to 2d. per pound in the finer counts. A partial corroboration, indeed, may be found in the marked discrepancy between the values recently current and those in vogue twelve months ago. 32s cop twist and middling boweds, on the 15th December, 1867, were respectively quoted at 10 $\frac{1}{4}$ d. per pound and 7 $\frac{1}{4}$ d. per pound, whereas on the same date of the present year the quotations were 13d. per pound and 10 $\frac{1}{4}$ d. per pound, or a deficiency in their margin accruing to the spinner, as compared with last year, of 1 $\frac{1}{4}$ d. per pound. In 60s twist the quotation on the 15th December, 1867, was 16d. per pound, and good fair Egyptian, on the same date, 8 $\frac{1}{4}$ d. per pound, or a margin between the two of 7 $\frac{1}{4}$ d. per pound, whereas, on the same date of the present year the former was worth 17d. per pound and the latter 11 $\frac{1}{4}$ d. per pound, thus leaving a margin between the raw and manufactured articles of only 5 $\frac{1}{4}$ d. per pound, or a deficiency against the spinner, as compared with the same period twelve months ago, of 1 $\frac{1}{4}$ d. per pound.

The manufacturing interest at the present moment is also struggling against a trade decidedly overwrought. The extent of its machinery is far in excess of any previous period; and, as several additional elements now exist and exert a most powerful influence on this branch of industry, which in former years operated only to a very partial extent, it seems therefore not improbable that the obstacle and difficulties of the immediate future will assimilate in some degree to those of the past.

It may also be remarked that in our own colony of Canada the import duty both on cotton goods and yarns amounts to fifteen per cent., which probably may account in some measure for the absence of any perceptible increase in our exports of cotton manufactures to that country during the past seven or eight years. Indeed, as compared



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September 25 to December 24, 1868, 54,422—say 54,422 for three months.

For convenience sake the takings have been averaged for each quarter of the year and those sub-grouped into four periods. During the first—January to March 27, 1867—the takings, 40,032 bales, were below the consumption, as the trade had gone heavily into stock during the closing month of 1866. The second period—March 27 to September 25—would fairly represent the consumption at that time, say 47,044 bales per week for six months. So also would probably the third period, embracing four quarters (during which, from exceptional circumstances familiar with the cotton trade, the takings were very irregular,) showing average takings of 52,623 bales weekly. The fourth period—September 25 to December 24, 1868—shows a consumption of 54,422 bales per week, and it is during this time that we have heard so much of, and no doubt have had, considerable “short time.” It would look as though the getting to work of new, and the speeding of old, machinery, were more than a counterpoise to the curtailment of production so far adopted. Looking to the estimated stocks of cotton in Liverpool and London, they were on the 24th December, 1868, 486,642 bales, against 605,062 bales at the same time in 1867, or a decrease of 118,420 bales; but this decrease will be lessened now by the “find” of about 25,000 bales, chiefly of East India descriptions, at to-day's stock-taking in Liverpool. The estimated quantities at sea of all kinds were 261,643 bales on December 24, 1868, against 194,000 same time last year, or an increase of 67,643 bales. Balancing these against the decrease in the stock as now corrected, the total decrease in the visible supply is little over 25,000 bales.

The actual changes in our quotations are  $\frac{1}{4}$ d. to  $\frac{1}{2}$ d. per pound advance in water twist,  $\frac{1}{4}$ d. to  $\frac{1}{2}$ d. per pound in mule twist,  $\frac{1}{4}$ d. per piece in madapolams 24 yards,  $\frac{1}{4}$ d. per piece in low up to 66 reed  $\frac{1}{4}$ ths printers 25 yards, and  $\frac{3}{4}$ d. per piece in 39-inch 6-pound to  $\frac{1}{2}$ th-pound shirtings, up to  $\frac{1}{4}$ d. to  $\frac{1}{2}$ d. per piece in the wider and heavier kinds.  $\frac{1}{4}$ th printers, mulls, T cloths, long-cloths, and domestics we leave unchanged. For 12 by 12 and 14 by 14 gray jaconets, and for tangibs, we advance them  $\frac{1}{4}$ d. per piece. It will be, of course, understood that these changes in our quotations are only from those made a month ago, but that in the interim purchases have been made mainly at lower rates, from which there is a gain at present a nominal recovery, but at which buying appears to have been almost suspended. Merchants have no fear of a very ample supply of goods in the market, and of a return ere long to moderate or perhaps low prices, so long as the trade take 54,000 and 60,000 bales of cotton from Liverpool, as they have been doing these last two weeks, for these do not justify the belief which was entertained ten days ago of a materially reduced production, and in the faith in which mainly the late extensive purchases were made.

*Stock of cotton in Liverpool, annual report.*

	Actual stock.	Estimated stock.
	<i>Bales.</i>	<i>Bales.</i>
American.....	82,363	81,078
Brazil.....	15,359	17,530
Egyptian.....	31,200	32,730
Smyrna and Greek.....	618	965
West India.....	3,408	3,901
Surat.....	172,365	.....
Madras.....	11,008	192,737
Bengal.....	36,016	.....
Total.....	352,335	327,681
Excess of actual stock.....	24,714	.....

*Tabular cotton statement for the past ten years.*

Year.	Total import of all kinds into Great Britain.	Total import of East India & China into Great Britain.	Total import of American into Great Britain.	Total export of all kinds from Great Britain.	Average weekly consumption of all kinds in Great Britain.	Total stock in Great Britain on Dec. 31.
1868.....	3,660,127	1,452,072	1,269,060	915,120	53,880	497,870
1867.....	3,560,770	1,519,680	1,225,690	1,015,040	49,026	534,800
1866.....	3,749,041	1,666,603	1,102,745	1,136,565	46,254	521,574
1865.....	2,755,321	1,408,135	461,827	890,830	39,130	403,490
1864.....	2,567,096	1,798,528	197,776	732,420	30,692	575,730
1863.....	1,932,162	1,380,791	131,900	680,850	26,486	327,550
1862.....	1,445,051	1,072,768	72,369	564,912	22,033	433,700
1861.....	3,035,728	960,290	1,241,643	677,222	42,340	699,300
1860.....	3,363,194	562,674	2,579,759	609,000	50,590	524,500
1859.....	2,628,469	510,603	2,084,991	436,017	44,115	470,500

Lowest and highest prices.

Year.	Middling Orleans.		Fair Egyptian.		Fair Dholerah.		Fair Bengal.	
	d.	d.	d.	d.	d.	d.	d.	d.
1862.....	7½	12½	7½	13½	5½	10½	4½	10
1867.....	7½	15½	7½	17	5½	12½	4½	9
1868.....	12½	21	16	24	8½	17½	5½	13½
1865.....	12½	27	13	27½	9½	20	5	13½
1864.....	22	31½	21	30½	13½	23½	8	18
1863.....	21	29½	19½	29½	16	24½	11	20½
1862.....	12½	20	12½	29	8	18½	7	16
1861.....	6½	12	8½	13½	5	8½	4½	6½
1860.....	5½	7½	8	8½	3½	5½	3	4½
1859.....	6½	7½	7½	8½	4½	5½	4½	5½
Value to-day.....	11d.		11½d.		8½d.		7½d.	

LIVERPOOL COTTON MARKET.

The cotton market was firm on Thursday, with a considerable business, and reopened on Monday with an extensive demand, chiefly from the trade. The sales have since continued large, with a gradual advance in prices, the week closing firmly at fully ½d. per pound above the quotations of last Wednesday. For sea-island there is a fair demand, and, the choice of medium and lower qualities being somewhat limited, they show more firmness. American has been in increased request, and has risen ½d. per pound. New York advices to the 30th instant quote middling 26 cents, costing to sell in Liverpool 11½d. per pound by steamer. In Brazil prices have risen fully ½d. per pound. For Egyptian there has been a brisk demand, and spinners have bought extensively. Prices of the current qualities have advanced ½d. to ¾d. per pound. The demand for East India has increased considerably, and, with a large speculative inquiry during the past two days, prices are generally ½d. per pound dearer. In cotton "to arrive" the transactions have been unusually extensive, at daily advancing rates. The latest quotations are American, basis of middling, from any American ports, bales, shipment December-January, January-February, 10½d.; ship named Charleston, 10½d.; Norfolk, 10½d.; Savannah, 10½d., 10½½d.; Mobile, ship named, 10½d., 10½d.; December, sailing, 10½d.; New Orleans or New York, December shipment, 10½d.; New Orleans, October-November, 10½d.; ship named, 10½d.; at sea, 10½½d.; Texas, low middling, ship named, 10½d.; Ceara, basis of fair, at sea, 11d.; Dharwar, fair merchants, at sea, 9d.; Oomrawuttee, fair new merchants, ship named, 8½d.; Comptah, fair merchants, ship named, mutual allowances, 7½d.; fair new merchants, September sailing, 8½d.; Western Madras, fair, sailing August and September, 8d. per pound. The sales of the week (four days) amount to 27,310 bales, including 16,430 on speculation, and 12,110 declared for export, leaving 58,770 bales to the trade.

To-day there is a good demand, at firm prices. Sales, 15,000 bales, of which 3,000 are for speculation. Quotations: Middling American, 10½d.; fair Egyptian, 11½d.; Dhollera Surat, 8½d. The sales comprise 5,000 American, 10½d. to 11½d.; 800 Pernam, 11d. to 11½d.; 250 Bahia, 11½d. to 11½d.; 20 Maranhão, 11d.; 1,000 Egyptian, 12d. to 21d.; 10 Smyrna, 9½d.; 30 Peru, 11½d.; 7,890 Surat, 7d. to 10d. Imports, 16,649 bales.

To-day (Friday) and to-morrow, (Saturday,) the 1st and 2d January, will be close holidays in this market.

Sales this week.	Description.	Ordinary and mid- dling.			Fair and good fair.		Same date, 1	
		d.	d.	d.	d.	d.	Mid.	Fair.
<i>Bales.</i>								
310	Sea-Island .....	22	23	23	25	28	19	21
	Stained .....	10	12	12	13	15	11	12
2,820	Upland .....	10	10½	10½	11½	.....	7½	8
2,360	Mobile .....	10	10½	10½	11½	.....	7½	8
2,700	New Orleans .....	10	10½	11	11½	.....	7½	8½
	Texas .....	10	10½	11	12½	.....	7½	8½
2,830	Pernam .....	.....	10½	10½	11½	11½	6½	7½
2,600	Paraíba, Ceará, &c. ....	.....	10½	11	11½	11½	6½	7
940	Santos .....	.....	10½	10½	10½	10½	6½	6½
	Bahia .....	.....	10½	10½	11	11	6½	6½
610	Macelo .....	.....	10½	11½	11½	11½	6	7½
5,980	Maranhão .....	.....	10½	11½	11½	11½	6½	7½
150	Egyptian .....	8½	10	11½	12½	12½	5½	7½
220	Smyrna and Greek .....	8	9	9½	9½	9½	5½	6
	West India, &c. ....	8½	10	11	11½	11½	6½	7½
	Haitien .....	.....	9½	10½	10½	10½	6½	6½
	Laguaira .....	.....	9½	10½	10½	10½	6	6½
250	Peruvian .....	9½	11½	11½	11½	11½	6½	7½
80	Carthagena .....	.....	9½	10½	10½	10½	6½	7½
	African .....	.....	9½	10	10½	10½	5½	6½
<hr/>								
		Ord.	Mid.	Mid. fr.			M.	M. fr.
39,580	Glassed Dharwar .....	.....	.....	9	9½	9½	5	5½
	Bromch .....	7	7½	8½	8½	8½	5	5½
	Dholerah .....	7	7½	8½	8½	8½	4½	5½
	Oomrawatties .....	7	7½	8½	8½	9½	4½	5½
	Mangrolo, &c. ....	6½	7½	7½	8½	.....	4½	5
	Comptah .....	6½	7	7½	8	8½	4½	5
	Scinda .....	.....	.....	7½	7½	7½	4	4½
3,330	Madras, Tinaivelly .....	.....	.....	.....	8½	8½	.....	5
3,890	Madras, Western .....	.....	7½	8	8½	8½	4½	5
	Bengal .....	.....	6½	6½	7½	7½	4	4½
87,310								

*Imports and estimated stocks.*

Description.	IMPORTS.			STOCKS.	
	This week.	This year.	To same date 1867.	Dec. 30.	Same d last year.
American .....	42,016	1,262,260	1,220,335	82,360	103
Brazilian .....	1,350	629,502	433,946	15,360	66
Egyptian, &c. ....	5,949	200,509	197,788	31,620	38
West Indian, &c. ..	2,818	79,541	107,047	3,410	13
East Indian, &c. ....	7,730	1,154,731	1,264,160	219,390	226
Total .....	59,663	3,326,543	3,223,376	352,340	447

*Speculation and export.*

Description.	Taken on speculation, to this date.			Actual export / Liverpool, Hull other outports this date.	
	1866.	1867.	1868.	1868.	1867.
American .....	265,810	76,110	148,830	174,995	227
Brazilian .....	63,140	11,400	90,430	86,410	87
Egyptian, &c. ....	41,910	8,670	15,780	10,146	12
West Indian, &c. ....	5,880	2,720	3,580	13,752	13
East Indian, &c. ....	251,280	102,850	249,900	418,224	494
Total .....	628,020	201,750	438,510	703,527	835

Deliveries and consumption.

Description.	Average weekly deliveries from this port to the trade.				Average weekly consumption of the United Kingdom in the years—	
	To this date.			Average of 1867.	1867.	1866.
	1868.	1867.	1866.			
American.....	21, 140	20, 230	18, 120	20, 230	20, 510	17, 910
Brazilian.....	11, 210	5, 950	5, 560	5, 950	6, 220	5, 580
Egyptian, &c.....	3, 770	3, 230	3, 520	3, 230	3, 300	3, 620
West Indian, &c.....	1, 650	1, 820	1, 530	1, 820	1, 900	1, 800
East Indian, &c.....	14, 960	16, 060	18, 320	16, 060	17, 160	17, 940
Total.....	52, 730	47, 290	47, 050	47, 290	49, 090	46, 850

Summary.

Increase of import compared with last year.....	Bales. 103, 270
Increase of quantity taken for consumption.....	282, 750
Decrease of quantity taken for export.....	131, 980
Decrease of stock compared with last year.....	95, 120
Increase of quantity taken on speculation.....	426, 270
Cotton at sea for Great Britain.	
American.....	105, 070
East Indian.....	160, 000

THE COTTON TRADE IN 1868.

The cotton market during the past twelve months has exhibited many peculiar characteristics, but in every instance they have been the result of influences having an immediate and direct connection with the trade at large. Questions of a political nature, whether relating to this country or any other quarter of the globe, have never assumed an aspect of sufficient significance to affect, in a perceptible degree, the value or ultimate prospects of the raw product. The monetary element, also, has been powerless in its operation, owing to an excessive accumulation of the specie reserve in the Bank of England, necessitating in that establishment an exceedingly low rate of discount during the greater portion of the year. In this respect the influence exercised by the mere value of money has, consequently, exhibited a marked contrast with the power and position it assumed in 1866, when every slight alteration in the bank rate caused an equally perceptible motion in the current values of the raw material; and considering, therefore, that the external elements, and indeed various others of a similar nature, have maintained, in their application to the cotton trade, an inert and passive attitude throughout the year, it would naturally have been inferred that, with a low range of prices such as those ruling twelve months ago, a period of sound and healthful trade would have resulted both to the importer, the spinner, and the manufacturer, and which inference, in point of character, would have been none the less forcible, considering the unsatisfactory state of the commercial arena during the two or three preceding years. As the sequel, however, illustrates, such an anticipation was unfortunately to be realized for only a short defined period—a period extending over three or four months; and then, during the succeeding six or eight months, gloom and disappointment were to be the great characteristic features of the trade, especially as applied to the Manchester market for goods and yarn. Referring for the moment, however, to the year preceding the present one, it will be remembered with what regularity the market continued its downward career, and with the low range of values with which its career in that direction was brought to a close. Several causes could be assigned for a decline so decided and rapid; but when we look back upon the past and consider the several elements which were in operation to occasion a result so remarkable in itself, we cannot, nevertheless, do otherwise than entertain a certain degree of surprise with the extent to which that depreciation proceeded. It is true that during the whole of the year to which reference is now made there was, undoubtedly, a serious absence of confidence throughout the commercial sphere, which indubitably could be traced, in a very great degree, to the fearful panic through which this country had then only recently passed, and the remnants of which were still exerting an influence upon the public mind. The fearful losses which had also accrued to

the importing interest during the two preceding years were not without their powerful influence in increasing the distrust with which this article of commerce had become associated, and for which, indeed, it was generally believed there was comparatively little hope, until prices had reached a point to bear favorable comparison with those in vogue prior to the American war. Important as were these several facts and suppositions, they, nevertheless, exerted a pressure during the latter months of 1867 to an extent unduly severe, as was afterwards evidenced by a depreciation far below the normal value of the article as based upon its own individual merits and the great question of supply and demand. Such, however, was the extreme apathy and timidity generally existing about this time that these several doubts and fears held complete sway, resulting in a decline, from the beginning to the close of 1867, of fifty-three per cent., or thirty-one per cent. below the current average of the present year. A position such as this, partaking in a certain degree of a character somewhat anomalous, could not be maintained for any very lengthened period, and the old adage that "one extreme always begets another," proved to be true in this particular instance, as will be observed on reference to the following detailed recapitulation of the various incidents and fluctuations throughout the year.

The stock of all descriptions on the 1st January amounted to 447,460 bales, and the value of middling Orleans on the same date was 7½d. per pound, which denotes the lowest point of the market for a period of seven years, dating from March, 1861, when the same description of cotton was quoted at 7½d. per pound. The tendency of the market at the beginning of the month pointed to increased firmness, combined perhaps with rather more confidence as to the immediate and ultimate future both as applied to the raw material and the manufactured article. In a few days the improvement thus noticed became more marked, and although in the interval a short period of depression ensued, a further advance was afterwards developed to the extent of ½d. per pound—middling Orleans on the 18th January being quoted at 8d. per pound. Such, however, was the extreme doubt and uncertainty generally prevalent, that from this date to the end of the month the market oscillated to and fro without interfering to any great extent with the values previously current; but the tendency, nevertheless, pointed to somewhat higher rates—middling Orleans on the 31st January being quoted at 8½d. per pound. In the early part of February the tendency of prices was to decline, combined with the existence of a great amount of doubt and hesitation as to the ultimate course of values; but after the lapse of a few days, during which there was a short interval of improvement, telegraphic advices were received from the United States pointing to small receipts at the American ports, which fact, in combination with a rapid decrease in the Liverpool stock—the entire amount about the middle of the month not exceeding 290,000 bales—created in this market the utmost excitement, and generating on several successive days advances exceedingly remarkable, amounting on the 17th February to ½d. per pound; 18th, ½d. per pound; 19th, ½d. per pound; and the 20th, ½d. per pound, or a total augmentation in value, in the short space of four days, of 1½d. per pound—the quotation for middling Orleans on the latter date being 10½d. per pound, as compared with 9d. per pound on the 15th of the same month. During the next eleven days, from 21st February to 2d March, inactivity became the rule, and, as a consequence, prices tended to a lower level, which, being further stimulated in that direction by advices from the United States pointing to larger receipts than anticipated amounted altogether to 1½d. per pound—middling Orleans on the 2d March being quoted at 9½d. per pound. Immediately after this date the great tardiness with which cotton was forwarded from the plantations and depots in the interior of India to the various ports of shipment, and the consequent contracted exports from thence to Great Britain and other foreign countries, the shipment to this country alone exhibiting a deficiency of about 70,000 bales as compared with the same period of the preceding year, began to attract a great amount of attention, especially as with that important fact was combined the probability that the deficiency would become even more apparent as time further progressed. When, therefore, this fact became thoroughly recognized, its operation on the market was instantaneous, as during the three following days, the 3d, 4th and 5th March, the rebound upward was equal to ½d. per pound. During the next three weeks the tendency of the market was to harden, but, nevertheless, during that time prices oscillated to and fro, at irregular intervals, to the extent of ½d. to ¾d. per pound in consequence of resolutions having been adopted in the manufacturing districts—especially in the east part of Lancashire—to resort to short time, and therefore the entire advance during the three succeeding weeks was not more than ½d. per pound—middling Orleans on the 26th March being quoted at 10½d. per pound. As, however the short-time movement was soon abandoned, if, indeed, it had ever obtained a *locus standi* at all, a renewed demand immediately developed itself, resulting on the 27th of March in a very active market, and a further increase in quotations of ½d. per pound which being again assisted by a continued falling off in the American receipts and small shipments from India, the latter, according to advices by telegram, exhibiting an increased deficiency of about 170,000 bales as compared with the preceding year, this market again became greatly excited, the total sales on the 28th and 30th March amount



ing to 60,000 bales, with a further advance by the 31st of that month of about  $\frac{1}{4}$ d. per pound—middling Orleans on that day being quoted at  $11\frac{1}{4}$ d. per pound. During the next three or four weeks the repeated advices from India pointed to limited shipments, which at this comparatively late period of the season was certainly a fact most significant in its character, and which, acting upon a market sensitive to a degree, became in the hands of speculators a potent and effective lever in forcing prices to an eminence which, as afterwards demonstrated, was certainly an extreme position, not altogether justified by the actual merits of the staple, the stock in Liverpool at this period amounting to nearly 400,000 bales, with a tolerably large reserve in the possession of spinners. To such dimensions, however, had the power of the speculative element increased through its many recent successes, that it was enabled to assume at this juncture a bold and determined front, and, instead of facts and reason guiding the market, the latter was virtually carried away by the local and exciting influences of the hour, resulting in a further advance by the 27th April of  $1\frac{1}{4}$ d. per pound—middling Orleans on that date being quoted at  $13\frac{1}{4}$ d. per pound, or an increase in value since 2d March of  $3\frac{1}{4}$ d. per pound, which has been the highest price obtained since March, 1867. An exception to these quotations may, however, be found in the current rates of cotton “to arrive,” the absurd and anomalous position of which, in comparison with the quotations on the spot, became a very marked and peculiar feature about this period of the year, the excess in the value of the former often amounting to  $\frac{1}{2}$ d. and  $\frac{1}{4}$ d. per pound. Indeed, on the date just mentioned, several transactions occurred in cotton at sea from Mobile at  $13\frac{1}{4}$ d. per pound on the basis of middling classification, being an excess of  $\frac{1}{4}$ d. per pound over the same description of cotton in Liverpool. At the present moment the operation of this principle is, however, reversed in an identical and equal ratio. Recurring again to the close of April, a distinct downward reaction at this period was developed, followed by great inactivity during the next two or three months, the sales on several occasions not amounting to more than 4,000 and 5,000 bales per day, and in one instance during the month of May only 2,500 bales, the decline by the 11th June amounting to  $1\frac{1}{4}$ d. per pound. From this date to the 18th July the market continued without material fluctuation, but during the following ten or eleven days there was a further decline of  $1\frac{1}{4}$ d. per pound—middling Orleans on the 29th July being worth  $9\frac{1}{4}$ d. per pound, and which value to the present time has been the lowest point of the market since the 2d March last. This interval of depression, however, was immediately succeeded by an active demand, with an advance by the 18th August of  $1\frac{1}{4}$ d. per pound—middling Orleans on that date being quoted at  $10\frac{1}{4}$ d. During the next few months to the present date the market has oscillated between  $10\frac{1}{4}$ d. and  $11\frac{1}{4}$ d. per pound, those rates having been maintained chiefly in consequence of the exceedingly small stock in Liverpool, especially as applied to American descriptions, the latter, on the 26th November, having been computed at only 27,640 bales.

With respect to the crops which are now arriving at maturity, the accounts generally are of a favorable character, especially as regards an early yield. Messrs. Finlay, Clarke & Co., writing from Bombay on the 28th November, remarked: “The new crop is said to be coming on well, and if the weather continues favorable, will be at market a fortnight earlier than was at first expected. Hinginghaut is arriving more free, but the competition for this growth among local spinners and shippers to China keep prices, high.” From Egypt the accounts refer to a decided increase on last year’s growth probably to the extent of forty or fifty per cent., which, if confirmed at the close of the season, will result in the crop amounting to about 1,800,000 cantars, as compared with 1,207,000 cantars in 1867—in other words, about 350,000 bales against 240,000 bales. As regards Brazil, a decided increase is also anticipated, especially from the district of Santos.

It will be observed, on reference to the annexed tables of statistics, that since the 31st December, 1867, consumption has increased eleven and a half per cent., and imports three and a quarter per cent.; exports have decreased fifteen and a half per cent. and stock twenty-one and a half per cent. Middling Orleans have advanced forty-nine per cent., fair Egyptian fifty-one per cent., fair Dhollerah fifty-six and three-fourths per cent., first 30s water twist twenty-one and a half per cent., and 39-inch  $8\frac{1}{4}$ -pound shirting five per cent. The margin between cotton and yarn on 31st December, 1867, was  $5\frac{1}{4}$ d. per pound against  $4\frac{1}{4}$ d. per pound in 1867, and between yarn and cloth in 1867,  $3\frac{1}{4}$ d. per pound, against  $1\frac{1}{4}$ d. per pound in 1868. According to the twenty years’ average table, the average yearly imports from 1848 to 1868 were 2,442,914 bales, as compared with 3,660,130 bales in 1868. The average weekly value of middling Orleans for ten years prior to the American war was  $6\frac{1}{4}$ d. per pound against an average of  $10\frac{1}{4}$ d. per pound in 1868.



*Position of cotton in Liverpool for each month of 1868.*

Month ending—	Middling Or- leans.	Fair Egyp- tian.	Fair Dhol- ierab.	First 30s water twist.	25-in. 8½-lb. shirtings.	Deliveries to trade each month.	Actual exp't each month.	Imports for each month.
	d.	d.	d.	d.	d.	Bales.	Bales.	Bales.
January 30 .....	8½	8½	8½	13½	10.3	313,200	53,975	298,563
February 27 .....	9 9-16	10½	8½	16	11.0	262,090	86,606	221,365
March 26 .....	10½	11	8½	16	11.0	213,250	53,848	306,867
April 30 .....	12½	13½	10½	18½	12.9	305,070	42,529	473,889
May 28 .....	11½	12½	9½	17½	11.6	132,640	38,222	283,779
June 25 .....	11½	12	9	17	11.3	188,690	25,528	201,880
July 30 .....	9½	11½	7½	15½	10.6	207,170	53,079	233,734
August 27 .....	11½	12	8½	15	10.9	262,420	54,573	211,540
September 24 .....	10½	11½	7½	15	10.4	189,100	76,605	225,404
October 29 .....	10½	11½	8½	15	10.6	307,680	89,796	420,293
November 26 .....	11½	11½	8½	15	10.6	316,790	89,835	156,579
December 31 .....	11	11½	8½	15½	10.6	254,060	66,216	312,829
Total .....						2,851,620	506,212	3,326,229

The errors at various times in the estimated stock will make the totals stand thus: Deliveries to the trade each month, 2,742,010, actual export each month, 706,212, imports for each month, 3,326,543.

*Comparison between the stocks, imports, prices, &c., in Liverpool, on the 31st of December, 1867 and 1868.*

	Actual stocks.	Consumption.	Actual ex- port.	Consumption and export combined.	Total imports.
	Bales.	Bales.	Bales.	Bales.	Bales.
December 31, 1867 .....	447,460	2,458,360	835,510	3,294,770	3,223,276
December 31, 1868 .....	352,340	2,742,010	706,212	3,468,222	3,326,543
Increase, 1868 .....		283,750		153,452	103,267
Decrease, 1868 .....	95,120		129,298		

Date.	Middling Orleans.	Fair Egyp- tian.	Fair Dhol- ierab.	First 30s water twist.	8½-pound shirtings.
	d.	d.	d.	d.	d.
December 31, 1867 .....	7½	7½	5½	12½	10.6
December 31, 1868 .....	11	11½	8½	15½	10.0
Advances, 1868 .....	3½	4	3½	2½	0.6
Decline, 1868 .....					

## Comparison between the stocks, imports, prices, &amp;c.—Continued.

Year.	Total stocks in Great Britain 31st December each year.	Stocks in Liverpool.	Middling Orleans 31st December.	Average price of middling Orleans each y't.	Fair Dhollerah 31st December.	Average price of fair Dhollerah each year.	Imports into Great Britain.	Consumption of Great Britain.	Average weekly consumption of Great Britain.	Export from Great Britain.
	<i>Bales.</i>	<i>Bales.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
1860	496,160	393,340	4	4	3½	3½	1,738,906	1,505,100	22,944	189,500
1861	557,760	466,170	6½	5	4½	3 15-16	1,905,613	1,586,600	30,512	256,300
1862	521,119	454,879	7½	7 3-16	5½	5 3-16	1,737,490	1,512,920	29,095	270,737
1863	945,610	423,730	4½	5½	3½	4½	1,903,475	1,692,540	31,972	268,617
1864	657,521	577,810	5½	5½	4½	4½	2,341,522	1,911,600	36,762	282,516
1865	717,580	597,500	6½	5½	3½	4½	2,264,717	1,854,510	35,664	349,549
1866	624,451	551,340	5	5½	3½	3½	2,173,138	1,947,190	37,446	317,122
1867	486,470	428,810	5½	5½	4½	4	2,275,551	2,101,240	40,408	316,910
1868	332,740	281,430	7½	6½	5½	4½	2,467,918	2,365,130	43,580	360,800
1869	432,510	400,300	6½	7½	4½	5½	2,421,427	1,960,580	37,703	337,198
1870	371,990	348,900	7	7½	5½	6½	2,430,848	2,174,410	41,815	348,003
1871	470,490	441,710	6½	7	5	5½	2,828,480	2,294,270	44,121	426,017
1872	584,510	545,670	7½	6½	5½	4½	3,363,994	2,630,943	50,586	609,000
1873	699,300	622,560	11½	9	7½	8 3-16	3,075,700	2,363,600	45,454	677,300
1874	432,900	392,460	24	18 3-16	17½	12½	1,445,000	1,185,500	22,798	564,900
1875	327,500	281,340	28½	24½	23½	19½	1,932,200	1,377,000	26,402	661,000
1876	575,727	468,300	27	27½	20	20½	2,587,096	1,606,390	30,892	732,480
1877	406,490	370,170	21½	19½	17½	14½	2,755,321	2,034,730	39,129	890,830
1878	521,570	516,770	15½	15½	12½	11½	3,749,041	2,436,394	46,254	1,136,265
1879	554,813	447,463	7½	11½	5½	8½	3,500,771	2,552,500	49,087	1,015,010
1880	497,680	332,340	11	10½	8½	8½	3,680,130	2,601,940	53,380	915,120

Margins between the value of cotton, and yarn and yarn and cloth, in the years 1860, 1867, and 1868.

Descriptions.	Prices, December 31.			Averages.		
	1860.	1867.	1868.	1860.	1867.	1868.
30 water twist, per pound d. ....	d. 15½	d. 12½	d. 12½	d. 15½	d. 17½	d. 19½
Middling Orleans, per pound .....	11	7½	7½	10½	11½	12½
Margins, per pound .....	4½	5½	4½	5	6½	5½

Descriptions.	Prices, December 31.			Averages.		
	1860.	1867.	1868.	1860.	1867.	1868.
Thirty-nine inch 8½ shirtings, per piece .....	s. d. 10 6	s. d. 10 0	s. d. 9 4	s. d. 10 10½	s. d. 11 8½	s. d. 9 6½
The above, representing on the average about seven and a half pounds yarn, is equal per pound to .....	1 4½	1 4	1 2½	1 5½	1 6½	1 3½
30 water twist, per pound .....	1 3½	1 0½	1 0½	1 3½	1 5½	1 0½
Margins, per pound .....	0 1½	0 3½	0 2½	0 1½	0 1½	0 3½

*Growth, consumption, &c., of the United States.*

Years.	Growth.	Consumption.	Export to G. Brn.
1854—1855 .....	2,847,259	706,412	1,3
1855—1856 .....	3,527,845	770,739	1,2
1856—1857 .....	2,930,519	819,936	1,4
1857—1858 .....	3,113,989	885,582	1,6
1858—1859 .....	3,851,481	927,651	2,0
1859—1860 .....	4,675,770	978,043	2,6
1860—1861 .....	3,656,666	843,740	2,1
1861—1862 .....	2,151,043	667,292	1,9
1862—1863 .....	1,951,098	854,039	1,8
1863—1864 .....	2,430,603	949,465	1,3
Ten years' average .....	2,172,008	790,065	1,7

## THE COTTON TRADE.

The past year of the cotton trade has furnished a remarkable contrast in most respects to its two predecessors. The great ebb-tide of values which had run so strong during 1866 and 1867 came to a stand-still at the close of the latter year, and a vigorous reaction set in, which carried prices upward to the extent of nearly one hundred per cent. within the first four months of 1868, and though a large part of this afterwards lost, yet we close the year with quotations fifty per cent. higher than an opening.

Let us recall the situation at the close of the year 1867. Middling American cotton had fallen within that year from 15d. to 7d. per pound, and fair Dhollerah from 1 to 5½d. per pound, and this decline had been spread in equal measure over the season. Indeed, from the month of October, 1865, when middling American rose 24d. per pound, and fair Dhollerah 19d., down to the close of 1867, a period of years and a quarter, the course of prices had been almost continuously downward. Nearly all engaged in the trade had met with disastrous losses, and vast numbers of houses had succumbed; a feeling of utter depression, verging upon despair, pervaded the commercial community, and the mercantile capital employed in the trade was greatly diminished, in relation to the business carried on, beyond what had ever been needed since the first cotton bales were imported into Liverpool.

Business in Manchester had been nearly as ruinous as in Liverpool, and indeed the whole manufacturing community had been impoverished; but hope was dawning in the minds of mill-owners, because a better trade was springing up than they had for long time been accustomed to. The price of cotton had evidently sunk to a point where a solid margin in the production of goods and yarns could be relied upon, and it was thought that if the low prices of the raw material should continue throughout the year, spinners and manufacturers would have a healthy and profitable trade.

It is a signal instance of commercial blindness that few people anticipated an imminent rise in cotton during 1868. In Manchester the opinion was almost universal that 7d. for American cotton would draw ample supplies; indeed, very many were believed in a fall to 6d. for middling Orleans, and among merchants, both in England and America, there was considerable dread of handling the staple even at 7d. per pound. The price of cotton to arrive was then ½d. per pound below that in Liverpool when uplands and Orleans were at 7d. to 7½d., sales were making to arrive at 6½ to 7½d. per pound.

One chief cause of the depression was the belief that the American crop would be 2,500,000 to 2,750,000, and it must be remembered that these figures did not imply overland receipts, but represented a crop practically 300,000 to 400,000 bales greater than the result proved. At the very opening of 1868 this opinion began to be shaken, and during the first three months of the year it entirely melted away, and destroyed the illusions that had been built upon it. The receipts at the American ports during January fell much below general expectation, and the feeling spread widely that the crop had been overestimated. Simultaneously with this, a very strong demand for goods sprang up in Manchester, very encouraging news was received from India, large contracts for cloth were given out at prices fairly remunerative to producers. The effect of this was to make spinners eager buyers in the Liverpool market, and their anxiety about the American crop was deepened by each week of small receipts; they became agitated, and entered into enormous operations in cotton to arrive as well as on the spot.

During January and February there was an uninterrupted rise from 7d. to 10d. for middling American, and from 5½d. to 8½d. for fair Dhollerah. The prospects of success

for the year grew worse and worse, and a vast deficiency appeared in the total quantity of cotton visible as compared with the previous two years. Something like a famine was currently predicted, and it became clear that nothing but a large reduction of consumption could restore equilibrium between supply and demand. Manchester also responded to the advance in Liverpool better than was expected, and even when American cotton had risen to 10*d.*, there was no sufficient inducement to force the trade upon "short time." A momentary reaction in this point occurred in Liverpool, and prices gave way about 1*d.* per pound for a few days, but a further rapid decline in receipts proving that the crop was practically exhausted, started speculation afresh, and an enormous business was transacted, with scarcely a pause till the 27th of April, when middling Orleans cotton touched 13½*d.* per pound on the spot, and 13½*d.* to arrive; fair Dhollerah 11*d.* on the spot, and 10½*d.* to 10½*d.* for shipments to arrive. To show the prodigious volume of business transacted, the weekly deliveries to the trade and for export averaged 80,000 bales until the 8th of April, while the total sales on the spot averaged 102,000 bales, and probably the business done in cotton to arrive was equal to the entire volume of sales on the spot. A sort of craze seemed to carry away the trade at this time; profits had been made so rapidly, and the sensation was so exhilarating, after two years of terrible loss, that the cotton community seemed to "lose their heads:" the faster the price went up, the more sanguine both spinners and speculators grew, and when 13*d.* was realised for American cotton the opinion was all but universal that 15*d.* was at hand, and not a few talked confidently of 16*d.* per pound.

Looking back from our present standpoint, the folly of those opinions is manifest, and it is hardly intelligible how the manufacturing interest and the merchants of Manchester should have been so misled as to support this gigantic speculation in cotton. It is quite inexplicable how the article should have been decried at 7*d.*, and a few months after coveted at 13*d.*, while the only change in the question of supply was a deficit of ten to fifteen per cent. on the early estimates of the American crop. The fact is, that both the depression and the subsequent rise were equally exaggerated, and had prices in 1867 never fallen below 10*d.* in American, it is probable that no material change from this level would have been witnessed throughout the past year.

High-water mark was reached in our market on the 27th April. Manchester at last came to a stand-still, and refused to follow the advance in the raw material. Indeed, ever since 10*d.* was passed for American cotton the response of the manufactured article was feebler and feebler, and the margin between cotton and cloth became so poor that a serious loss was involved in production. The question of "short time" had been discussed without effect during March and April, but dire necessity now forced it on producers, and the month of May witnessed a complete collapse of the speculative bubble. The price of cotton fell 2*d.* per pound, and cloth and yarn as much; the weekly deliveries of cotton for trade and export only averaged 43,000 bales per week during May; the import poured in faster than was expected, and the stock swelled to the unexpected figure of 620,000 bales. It may be remarked here that during the excitement of the first three months the stock was run very low; it was reduced from 467,000 bales at the end of December to 266,000 bales on the 20th February, and only stood at 312,000 bales at the beginning of April. Spinners, on the other hand, had accumulated a large stock at their mills, and probably held at the beginning of April 120,000 bales more than on the 1st January, and this enabled them to withdraw the more completely from our market when the collapse occurred.

During June the market showed a tendency to steady itself on the basis of 11*d.* to 11½*d.* for middling Orleans, and 9*d.* for fair Dhollerah, but trade in Manchester continued very bad. The losses that the manufacturing interest sustained by the collapse spread a feeling of great gloom through Lancashire; short time was worked on an extensive scale, and the consumption was reduced to 45,000 bales per week, or lower, against 55,000 bales, or more, at the commencement of the year. During July there was no relief to the depression in Manchester, and it fairly undermined confidence in Liverpool. Prices fell about 1½*d.* per pound more; by the end of the month middling Orleans had declined to 9½*d.* and fair Surats to 7½*d.* per pound, and so great was the want of confidence that new Dhollerah and Oomrawuttee were sold, to arrive, at 7½*d.* It should be mentioned here that one cause of the great depression at this period was the very large shipments of cotton made from India during May and June. These were much greater than the public expected, and showed that the deficiency of supply would be less than had been calculated upon, while on the other hand the great reduction of consumption had rectified the balance on the other side and dispelled the fear of a cotton famine.

This was the lowest dip to which the prices of cotton were carried in the downward reaction. A large business was done in Manchester during the month of August; spinners again found they could work without loss, and went upon full time, and there were several weeks of large buying in the market, reducing our stock to 461,000 by the end of August. The highest point it touched for the year was 652,000 bales, on the 11th of June. It may be observed here that the predominant feeling in the market at this

time was expectation of an extreme scarcity of American and long-stapled cotton generally, while the supply of East India appeared to be excessive, and thus the margin between the two kinds kept increasing, till by the end of August the quotations were 11½d. for middling Orleans, and 8½d. for fair Dhollerah.

Another sudden decline in our market occurred during September. Attention was drawn to the prospects of the American crop; the weather was favorable for maturing, the early receipts came down to the ports more freely than the preceding year, and the idea sprung up that a large crop was probable. Middling Orleans went back to 10d. per pound, and "bear" operators sold for October-November shipment at 9½d., while fair Dhollerah went to 7½d. per pound.

During October a change for the worse took place in the accounts of the American crops; serious damage was reported from rains and worms, and many writers asserted that the yield could not exceed that of the previous season. At the same time very little cotton was being shipped to England; it seemed as if our stock of American cotton would scarcely last till the new crop arrived, and a speculative fever revived in our market. During all October the trade bought largely, and by the beginning of November middling Orleans had reached 11½d., and fair Dhollerah 8½d. per pound. At the same time trade in Manchester was very bad, and surprise was felt at the extensive operations of spinners. During November the weather was very favorable for cotton picking in America, and crop estimates again tended upwards, many writers raising their figures to 2,600,000 to 2,700,000 bales. Our market reacted ½d. per pound. The question of "short time" was loudly agitated in Manchester, and the complaints of the wretched situation of the manufacturing interest attracted general attention. But the weekly receipts of cotton in America did not come up to expectation, and failed apparently to justify the large estimates of crop; the short-time movement also was postponed, and the trade re-entered our market vigorously, and brought quotations by the end of November up to 11½d. for Orleans, and 8½d. for fair Dhollerah. The scarcity of American cotton on the spot had become extraordinary, the actual stock had been carefully counted, and an addition made some time before to the estimated amount, but yet the total amount returned as in stock, in the last week of November, was only 27,000 bales, including a considerable amount arrived but not landed. We estimated that the actual amount in warehouse was reduced to about 15,000 bales, or one week's consumption, and our spinners held hardly any stock; so that the scarcity of our great staple was perhaps as great as had ever been known before, for on former occasions of scarcity the count was not so accurate as it is now. When Orleans was 11½d. on the spot, the price of parcels to arrive was only 10½d. to 11d., proving that the opinion was general that prices would react when arrivals became copious. The stock in port had run down by the end of November to 330,000 bales.

December opened with an extremely gloomy feeling in Manchester, several failures occurred among spinners and manufacturers, and the weak financial condition of the trade was much discussed; it was felt to be a necessity to adopt short time on a large scale to avert extensive disaster. Many individual firms did reduce their time of working, and the consumption was curtailed some thousand bales per week. A liberal import of American cotton also relieved the scarcity of that kind, and prices fell rapidly from 11½d. to 10½d. for middling Orleans, and some sales were made, to arrive, as low as 10½d. for Orleans, ship named. Surats were held more firmly, as the great future scarcity of that class was clearly foreseen, and fair Dhollerah only fell to 8½d.

The dullness in our market lasted till the middle of the month, when a better demand sprang up, assisted by a healthier tone in the Manchester market and stimulating advices from America. Various telegrams were received stating that estimates of the crop were reduced, and prices in all the ports were kept above the corresponding level here. In Manchester a large meeting of producers was held on the 22d ultimo, at which resolutions were adopted unanimously in favor of working short time. It might have been expected that this would have damped our market, but it acted otherwise; it caused anxiety to get hold of goods and yarns before the short-time movement reduced the quantity offering, and thus a strong demand has sprung up in Manchester, which has improved the position of producers in the last few days, and has led to extensive buying in our market. Prices of American have advanced ½d. to ¼d. per pound, both on the spot and to arrive, closing at 10½d. to 11d. for middling Uplands, and 11½d. for Orleans, and for parcels afloat prices are about ½d. lower. Surats have been greatly run upon, and have advanced about ½d., closing firm at 8½d. for fair Dhollerah, and 8½d. has been paid for new Oomrawuttee, to arrive, ship named, and the same price for Dharwar ship named. Egyptians have been in strong demand, and have advanced fully ½d. per pound, closing at 11½d. for fair quality. The actual stock was declared yesterday morning, and proved 25,000 bales above the estimate, being 352,000 bales, against 447,000 bales last year. The excess was wholly in Surats.

The manufacturing industry of Lancashire during the past year has, we regret to say been painfully unprosperous. It is now eight years since a really healthy and profitable trade has existed in this district, and the last year has been the most trying of the series. With the exception of the first two months, when a fair margin existed, there



has been scarcely any profit to mill-owners, and for much of the time business has been carried on at a ruinous loss; indeed, it has been matter of astonishment to the outside public how yarns and goods could be produced at all, with the price of cotton so closely approaching them. During the last quarter of the year trade has been worst, and it has often happened that good India cloth was selling at 14*d.* per pound, while American cotton was at 11*d.* and fair Surat at 8½*d.* The lowest point Indian shirtings sunk to at the close of 1867 was 12½*d.* to 13*d.* per pound, with American cotton at 7*d.* and Surat at 5½*d.*, so that the rise of cotton was 3*d.* to 4*d.* per pound, while cloth barely rose 1½*d.* per pound, and there was no undue profit at the former period—only enough to make the trade fairly remunerative. The melancholy fact is beyond doubt that a considerable section of the manufacturing community have gradually sunk into a state bordering on insolvency, and are compelled to carry on their business, whether it pay or not, because they are unable to stop their machinery. Another large section, though not so reduced, are also in a very weak state, and it is difficult to say what may be the effects of another year of equally bad trade, should such unhappily lie before us. The only remedy for this miserable state of things would be a vigorous combination to reduce consumption, and it is to be regretted that spinners have not succeeded in devising any effectual means to carry this out. No doubt the difficulties in the way are exceedingly great, arising from mutual jealousy, different sorts of production, &c., but it seems to us that, considering the enormous advantages the trade would have gained these last few years from systematic “short time,” and the terrible punishment they have suffered from the want of it, they have shown a sad want of foresight and organizing power. We believe combinations to reduce the consumption are not impracticable, and might have been carried out long ere this had the trade possessed a sufficient amount of public spirit and mutual helpfulness. But competition and “free trade” have been pushed to such lengths in Lancashire that the stronger competitor too often thinks it fair to crush the weaker by every means in his power. This may answer well enough during periods of prosperity, but, when the entire trade is jeopardized, it only leads to the destruction of the weaker members, without any benefit to the stronger. There has been a strong effort lately to bind the trade to a policy of short time during January and February, and most spinners expressed themselves willing, if the majority of the trade agreed; but the improvement in the Manchester market during the past few days has already shaken faith in the success of the project. Should it break down from this cause, there seems little chance of effectual combination hereafter, and spinners and manufacturers may calculate with certainty upon soon being relegated to that wretched condition of trade from which they have in some degree temporarily emerged. With the prospect of cotton supply for the coming year, it is absolutely impossible for manufacturing industry to be profitable throughout the year unless there is organized “short time.”

The question has been often mooted of late whether there is really an overproduction of cotton goods. We do not believe so; it is purely a question of price. Were American cotton at 7*d.* we believe Lancashire might consume 60,000 bales per week of present average size, and sell the products at a profit year after year; but with cotton fifty per cent. dearer, the case is entirely altered. There is not the slightest chance of getting the world to pay fifty per cent. more for its cotton goods, unless you greatly reduce the quantity; and we believe that, with the present price of cotton, not more than the product of 48,000 bales per week can be sold with a profit to the producer; instead of that, there has been forced off on the markets of the world the product of 54,000 bales per week during the past year, and the unfortunate producer has not even yet the cost of working his machinery. We now compute that the cotton machinery of Great Britain is able to consume 60,000 bales weekly, of about 350 pounds each, and we believe the consumption would rise to that point before long if trade was thoroughly profitable; it has only been kept down to 54,000 bales per week during the past year through the badness of trade, occasional resorts to short time, and a considerable quantity of old machinery standing idle. But so strong is the tendency of consumption to increase, that wherever there is a bare working margin between cotton and cloth, the weekly deliveries to the trade run up to 55,000 bales per week, or more. We estimate the present consumption of Great Britain as about 52,000 bales per week.

#### PROSPECTS.

We will now briefly glance at the prospects of the cotton trade for the coming year, and for the sake of comparison advert to the statistical outturn of the past year. From it, it appears that the total import into Great Britain was 3,660,000 bales, against 3,500,000 bales, or an increase of 160,000 bales; but as this was due wholly to Brazil bales, which weigh about 150 pounds, the real increase in quantity over the previous year is trifling. The deliveries to the trade for the year reach 2,802,000 bales, against 2,552,000 bales last year, being an increase of 250,000 bales; but this is also almost entirely in Brazil, so that the real increase of consumption is only equal in weight to about 100,000 American, or 2,000 bales per week. The export for the year is 915,000

bales, against 1,015,000 bales, or a decrease of 100,000 bales. The total deliveries of the year for trade and export aggregate 3,717,000, against an import of 3,660,000, causing a reduction of stock in Liverpool and London of 57,000, as compared with the previous year; but we believe the trade hold a somewhat larger supply at their mills. It appears from the above that supply and demand have been very nicely adjusted during the past year, and we open the new year with very small reserves of stock, say 497,000 bales in the two ports, as compared with 554,000 bales last year.

What are the prospects of supply for the coming year? We turn first to America, and find, as usual, considerable diversity of opinion—estimates ranging from 2,500,000 to 2,750,000 bales. We think the crop will be nearer the first than the second of these figures, and lean towards 2,600,000 bales, including all the overland corrections. But we believe that American spinners will require 100,000 bales more than the previous season, and therefore we assume that, practically, the same quantity will be shipped to Europe as last year; but we believe a much larger proportion will go direct to the continent, and so much the less to England. This, however, is but a matter of secondary importance, as our export business will be diminished in a corresponding ratio, and very little American cotton will be sent from England to the continent during the coming season. We would point out here the probability of a much larger amount of new cotton being received at the back end of this year than of the past one, for we expect the next American crop will be much larger than the present one. With regard to India we have no reason to anticipate any change of importance. The crops at the Bombay side are believed to be about as large as the previous year, and current prices will draw them rapidly to this country. Egypt and Turkey have made good crops, and some increase on last year is expected—perhaps 50,000 bales. Brazil seems rapidly to increase its production, and a further large addition is expected this year; it seems not unreasonable to assume an extra 200,000 bales. This general survey would indicate roughly an additional supply of 250,000 small bales to Europe, exclusive of any extra quantity of the next American crop. This, it must be allowed, is but a poor increase, and will only allow a small development in the consumption—say about 57,000 bales per week for Great Britain, and a comparative addition on the continent, and that increase only in small bales. It appears, therefore, that spinners have another anxious and perplexing year before them, and have no room to anticipate low prices for the raw material. At the same time the prospect before them is not one of famine, only of scarcity, and there are various countervailing considerations which have now to be stated.

In the early months of this year the statistical position of the staple will probably exhibit the opposite tendency to what it did last year. During the first quarter of 1868 the off-take from this port reached the enormous amount of 80,000 bales per week, against an import of 66,000 bales per week, and this reduced the stock (after allowing for corrections) from 447,000 bales at the end of the year to 312,000 on 2d April; but this year we do not anticipate that the off-take will exceed 65,000 bales per week, while the import will probably exceed last year, and may reach 70,000 bales per week, and therefore our stock will probably increase, and may stand at 400,000 bales by 1st April. Further, one great cause of the excitement in the spring of last year was the extremely small shipments from India appearing on the water; but we believe that the crop will be exported more rapidly from India this year. The price in Bombay is now 250 rupees against 140 rupees last year, and the consequence is that the new crop is now being hurried down to port. Last year at this time business in India was paralyzed; we therefore expect by the month of April to see a much larger quantity of Indian cotton on the water than last year, and altogether a considerably greater visible supply of cotton, and this cannot fail to have a moderating effect upon prices.

But the most important consideration of all is the chance of a large American crop next season. We attach great weight to this point. The planting community of the south is reaping enormous profits from the present crop, probably an average of at least eight cents, or 3d. per pound, for we believe the present crop does not cost on an average over 15 cents per pound. Therefore we feel sure that they will go into planting with extraordinary energy for the coming season, and we believe the breadth of land sown will be twenty-five to fifty per cent. larger than last year. The knowledge of this cannot fail to influence our market some months hence, and it will have a deterring effect upon merchants in Manchester who ship to distant markets. We pronounce no opinion as to the possible yield of the next crop; that will depend mainly upon the available amount of labor; but we may be sure that every effort will be made to grow the largest amount of cotton, and should the season prove fine, we may safely say that a heavy increase is on the cards.

For these various reasons we consider the present price of cotton quite high enough, and we do not see much ground for anticipating an upward tendency of prices in the spring months. Nor on the other hand do we see much room for decline, and a range of 10d. to 11d. for American cotton seems to be fairly justified. Of course, if the American crop falls short of the figure we have named, the position is stronger, *pro*

and if it exceeds it, vice versa; supply and demand are too nicely balanced to allow of any disturbance without a sharp effect on prices.

In conclusion, we would remark on the difference in the relative position of American and Indian cotton. If the former declines  $\frac{1}{2}$ d. to 1d. in the spring months, Surat cotton should still hold its ground, for the stock will be almost exhausted before the new crop arrives; but if American cotton maintains present prices, Surat must creep upwards  $\frac{1}{2}$ d. to 1d. per pound, for the needful readjustment of consumption will not take place without this readjustment of the relative price. In all cotton operations for some time to come Surats appear, therefore, to be the safer article to deal in.

We are happy to add that the political state of Europe affords less ground for anxiety than it has done for some years past, and breadstuffs are much cheaper than at this time last year, which is an important element in favor of trade.

#### THE AMERICAN COTTON MARKET.

By Atlantic telegraph from New York, Wednesday. Messrs. Neill Brothers' circular for the past four days gives the movement of American cotton as follows:

	This week.	Since Sept. 1.
	<i>Bales</i>	<i>Bales.</i>
Receipts at all ports .....	46,000	50,000
Week's exports to Great Britain .....	25,000	14,000
Week's exports to the continent .....	16,000	6,000
Total exports .....	46,000	29,000

New York.—Middling upland, 11d. per pound, laid down in Liverpool per steamer.

New Orleans.—Middling, (laid down at Liverpool per sailing vessel,) 10 $\frac{1}{2}$ d. per pound.

We have received the following reports per cable during the past few days:

New York, Saturday, December 26.—The following statement gives the movements of cotton at all United States ports for the past week—ending last evening:

	1866-'69.	1867-'68.	1866-'67.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Week's receipts at all ports .....	92,000	95,000	79,000
Week's exports to Great Britain .....	29,000	49,000	38,000
Week's exports to France .....	9,000	6,000	—
Week's exports to other foreign ports .....	10,000	15,000	2,000
Week's total exports .....	48,000	70,000	40,000
Total receipts at all ports since 1st September .....	987,000	839,000	743,000
Total exports to Great Britain since 1st September .....	281,000	292,000	236,000
Total exports to France since 1st September .....	124,000	47,000	32,000
Total exports to other foreign ports since 1st September .....	84,000	80,000	18,000
Total exports since 1st September .....	489,000	419,000	296,000
Stock at all ports .....	330,000	340,000	540,000

New Orleans, December 24.—Middling, 10 $\frac{1}{2}$ d.; low middling, 10 $\frac{1}{2}$ d., laid down in Liverpool. Market steadier.

New York, Tuesday evening, December 29.—During the past three days the market has ruled as follows for middling upland: Saturday, 25 $\frac{1}{2}$ c., equal to 10 $\frac{1}{2}$ d. laid down; gold, 135 $\frac{1}{2}$ ; exchange, 109 $\frac{1}{2}$ . Monday, 25 $\frac{1}{2}$ c., and to-day 25 $\frac{1}{2}$ c., equal to 10 $\frac{1}{2}$ d., laid down per steamer; gold, 134 $\frac{1}{2}$ ; exchange, 109 $\frac{1}{2}$ .

New Orleans, Tuesday evening, December 29.—The movements of cotton for the half-week, ending this evening, at all the gulf ports have been as follows:

Receipts for four days, 27,000 bales, against 30,000 bales same time last week. Exports to Great Britain, 17,000 bales, against 9,000 bales same time last week. Exports to France, 4,000 bales, against 9,000 bales same time last week. Exports to other foreign ports, 13,000 bales, against 2,000 bales same time last week.

Middling, 10 $\frac{1}{2}$ d., including cost, freight, insurance, and six per cent. loss in weight. Southern markets active, prices tending upwards. Rivers in good order.

Galveston, December 29.—Good ordinary 17 $\frac{1}{2}$ c., (gold,) or equal to about 10 $\frac{1}{2}$ d., laid down in Liverpool by sailing vessel.

"Bear" Transactions.—During the past few months a large amount of cotton has been sold for forward delivery, that is, sold by parties who do not possess it. The quantity is variously estimated at from 150,000 to 250,000 bales, and the business has all been done by a few firms. At New York the talk is that one operator is short 50,000 bales, sold chiefly through Bremen; at Galveston one is said to be short 30,000 bales, and various amounts are named for houses at New Orleans, Mobile, Savannah, &c. The sales have generally been made at about 1d. per pound below the prices at which good

stapled cotton could be bought at the time in any market, in the expectation of a sufficient decline to turn the apparent loss into a profit—an expectation which has not been realized. Thus a gambling system, which has hitherto prevailed only on the stock exchange, has been introduced boldly into the cotton trade, and it remains to be seen whether it will be an improvement upon the old-fashioned method under which spinners and others order the description of cotton they desire, and the best lots in the markets are selected for them by careful agents, who, through long experience, know exactly what will suit each customer. We fear that it will be found no improvement—that the result will always be disappointing to one party, and often to both. The effect of people offering to sell cheap for forward delivery is, of course, to depress prices, while they are selling against themselves; and when they subsequently come into the market to buy, they raise prices against themselves. However, they only guarantee the port of shipment and the classification of port of delivery. No guarantee of staple is given, and there is, therefore, at present in the American markets an unusual demand for color, quite irrespective of staple. The trashy, short stapled cottons of North Alabama and Tennessee sell at nearly the prices of the perfect staples of the Mississippi bottoms. As in the case of the razors which were made to sell and not to shave, these cottons are shipped to fill contracts, and not to spin. The shippers know nothing of the buyers, but they see a heavy loss on the sales they have made, and they will naturally give nothing more than the letter of their contracts. Again, there will be disappointment in the time of arrival of most of the shipments. January shipments, for example, may be made by vessels commencing to load in the last week of the month. They may be four or five weeks loading, (often more,) and not sail till about the 1st of March. The middle of April will thus be soon enough to expect their arrival in European ports, whereas cotton bought on orders at New Orleans in the middle of November, carefully selected, and shipped by vessels nearly ready for sea, is already landing at Liverpool, and comparing very favorably with the staples now common in that market. We think the contrast is in favor of the old and steady system rather than of the gambling system now introduced. At times buyers under the latter may make money by it; but this cannot be continued, as the sellers cannot long continue to work at a loss, and the interests of the trade at large are seriously compromised by the many uncertainties introduced into the business. Prices might well have been expected to be lower at this period, but on the contrary they are forced up by the purchases of the “bears,” and our cable dispatch of to-day quotes middling at New Orleans 10½d., and good ordinary Galveston at 10½d., laid down at Liverpool. Our Mobile letter of the 12th instant says: “There are three vessels loading in this port of 2,500 to 3,500 bales capacity each, whose entire cargoes have been sold several weeks ago, and our factors, knowing the large amount of cotton sold for delivery in December, are able to exact almost what prices they please.”

*American manufactures.*—We have received the following letter from Boston, (Massachusetts,) the headquarters of the American cotton manufacture, dated 10th December, 1867, which may be of interest to “the trade” on this side of the Atlantic:

“The position of spinners in New England is not bad, as they have sold the greater part of their goods at remunerative rates. Although the demand is not yet large, hopes are entertained of a good trade springing up with the west and south, especially the latter, which is, during this season, making good profits in sugar, cotton, and rice. The Fall River spinners, who were working only three days per week, have now not only resumed working the whole week, but work eleven hours daily instead of ten. Drills and heavy shirtings bring good prices, and there is a demand for those goods for the East (India, &c.) A report of the cotton association (a society formed lately in the interests of the cotton trade at large) states that new mills have been erected, and the machinery of many old ones has been increased since the war, and that the consumption may be more than a million bales. The prospect of soon completing the Pacific railroad tends greatly to encourage the spirit of enterprise. Without expecting prices to go below twenty cents at the ports, spinners here believe a decline will take place at end of the year or beginning of January, when English spinners will have secured sufficient to be independent of Liverpool. We are all surprised at the absorption of stocks in Europe at present prices, and I have no doubt that our spinners, fearing to wait longer, will buy freely during January and February. It is estimated that they now hold from five to six weeks’ stock, but as they never hold less than three weeks, the surplus is trifling.”

The following statement, issued by the “National Association of Cotton Manufacturers and Planters” of the United States, shows the number of cotton spinning mills in each state (so far as they have been able to procure returns,) with the number of spindles, the average number of yarn spun, the consumption of each State, and the average consumption per spindle:



*National Association of Cotton Manufacturers and Planters' summary of returns from mills received prior to November 28, 1868.*

States.	Number of mills.	Number of spindles.	Average number of yarn.	No. of pounds cotton spun yearly.	Average number of pounds per spindle.
<b>NORTHERN STATES.</b>					
Maine .....	22	443,800	22.56	26,638,608	64.98
New Hampshire .....	37	734,460	25.83	48,089,439	65.48
Vermont .....	12	24,138	30.36	1,041,125	43.13
Massachusetts .....	140	2,327,822	27.30	134,568,652	57.80
Rhode Island .....	121	1,062,624	35.36	50,742,373	47.76
Connecticut .....	76	527,816	29.39	29,425,720	55.75
New York .....	43	410,070	32.28	20,515,044	50.10
New Jersey .....	15	173,840	36.22	6,885,000	51.44
Pennsylvania .....	64	367,856	17.06	33,353,004	90.67
Delaware .....	8	43,108	19.34	3,038,280	70.48
Maryland .....	10	39,358	12.37	6,929,788	176.07
Ohio .....	5	22,834	13.06	3,170,000	136.82
Indiana .....	1	10,800	14.00	1,500,000	138.89
Missouri .....	4	13,436	10.00	2,475,000	184.21
Total north .....	561	6,161,962	28.03	370,602,033	60.14
<b>SOUTHERN STATES.</b>					
Virginia .....	10	36,060	15.82	4,010,000	111.20
North Carolina .....	15	31,113	10.54	3,009,000	142.53
South Carolina .....	6	31,588	13.23	4,174,100	132.14
Georgia .....	20	69,782	12.36	10,864,350	155.70
Alabama .....	8	25,196	16.91	2,820,596	111.94
Mississippi .....	5	8,924	8.39	1,145,000	165.37
Texas .....	4	8,528	9.53	1,379,104	160.89
Arkansas .....	2	924	8.43	258,400	279.65
Tennessee .....	9	11,720	9.38	1,597,200	136.28
Kentucky .....	3	6,264	10.00	1,075,000	171.62
Total south .....	82	218,089	12.91	30,325,750	139.00
Northern States .....	561	6,161,962	28.03	370,602,033	60.14
Southern States .....	82	218,089	12.91	30,325,750	139.00
Total in United States .....	643	6,380,061	27.51	400,927,783	62.84

These returns, however, must be taken as giving only a rather distant approximation to the truth. They include only 643 mills, while the number running in 1860, according to the United States census, was 1,091. But the 643 which send returns are stated to contain 6,380,000 spindles, or an average of nearly 10,000 spindles to each mill; while the 1,091 mills running in 1860 only reported 5,236,000 spindles, or an average of 4,799 per mill. It is fair to assume that the large number of mills (probably 500 or 600) which have not sent in returns are, on an average, exceedingly small ones, as we should otherwise be forced to assume that the consuming power of the United States is enormously in excess of the quantity of cotton which they have ever been estimated to consume. It is also probable that a large proportion of the mills which have sent in no returns are situated in the southern States, as their proprietors would naturally be more suspicious of the objects of the inquiries than the northerners, and, except upon this theory, it would be impossible to reconcile the smallness of the southern consumption (as returned in the above table) with the current estimates for many years past. For the past two years the average southern consumption, according to the New York Shipping List, (usually accepted as the standard authority for its annual statements,) has been 182,000 bales, and for the three years preceding the war 182,000. But the consumption returned to the association is only 30,326,000, or, at 440 pounds per bale, equal to 68,920 bales. It seems, therefore, highly probable that not one-half of the small southern mills have made returns, and that no safe deduction can be drawn from the figures of the association in their present state. The New York Financial Chronicle accepts them as approximately correct, because they do not differ very widely from the estimate of southern consumption previously given in that paper. But it fails to give its grounds for that estimate, or any details which would enable us to compare its local information with that given so minutely by the association. It is to be hoped that it will yet do so, and that the question will not be left in its present obscure state.



## AGRICULTURAL RETURNS.

A report, signed A. W. Fonblanque, has been made from the statistical department of the Board of Trade, relative to the agricultural returns for the past year. The report commences as follows:

"I have the honor to submit to your lordships the agricultural returns of Great Britain for the year 1868, collected, as in the previous year, from all occupiers of land and owners of live stock. The duty of distributing and collecting forms for obtaining the requisite information, and of tabulating the same for counties, was again intrusted to officers of the inland revenue department. The returns for the year 1867 are also printed in order to afford a comparison of results in the two years. A summary of the returns, so far as related to the acreage under the chief corn crops, potatoes, and the total number of cattle and sheep, was made up at the earliest practicable date, and sent for publication to the London newspapers upon the 19th of September last. An earlier announcement of the like results could in future be made should the forms be sooner returned by the occupiers of land to the collecting officers. As the forms are issued stamped for free transmission by post, a ready means for the early return of the forms by the occupiers is afforded by the post office. In many cases where the forms are not so returned, considerable delay is occasioned by the officers having to make personal application at houses situated at some distance from their own residences. I regret that the returns in detail have not been issued earlier, but time is required by this department to complete the grouping into classes of crops, to compute percentage proportions, and for a careful comparison of relative numbers as a test of accuracy. In cases of doubt, inquiries have to be addressed to the local officers in different parts of the country. With respect to the collection of the returns for the present year, several of the officers employed have reported that the necessary information has been more readily afforded, and that more care has been taken to state the actual acreage and number of live stock. The practice of entering exact figures in the forms issued to the occupiers of land will, no doubt, become more general year by year as the object and scope of the returns are better understood. At present there is reason to believe that the number of live stock in some counties is understated, but probably not to any important extent. The present is the third year as regards the acreage of crops, and the second as regards live stock, for which the returns have been collected in Great Britain at the same period of the year. In the tables for the present year corrected figures are given for the number of returns obtained from occupiers of land in 1867. As separate returns are made by occupiers having separate farms in two or more parishes, the number of returns obtained may be considered as nearly representing the number of separate occupations or holdings."

Two tables, it appears, show abstracts of the agricultural returns for each division of the United Kingdom; the figures for Ireland being taken from the returns issued by the registrar-general in Dublin. The total number of acres returned as under all kinds of crop, bare fallow, and grass in the United Kingdom in 1868 was 45,652,000, which is 265,000 in excess of the total in 1867, and 1,307,000 in excess of the total in 1866. The large increase in 1868 as compared with 1866 is, however, chiefly owing to the increased acreage of permanent pasture returned in Great Britain in 1867 and 1868 under a more comprehensive heading in the forms used for collecting the returns. Of the total number of 45,652,000 acres returned for the United Kingdom in 1868, 11,659,000 were under corn crops; 4,865,000 under green crops; 984,000 were under bare fallow; 5,690,000 under clover and other rotation grasses; and 22,164,000, or nearly one-half of the total acreage returned, were under permanent pasture. The proportion of permanent pasture varies considerably in the different divisions of the kingdom. Abstract tables are given showing that the proportion of permanent pasture to the total acreage returned was forty-eight in every one hundred acres in the United Kingdom, forty-two in England, fifty-six in Wales, twenty-three in Scotland, and sixty-four in Ireland. The acreage returned in 1868 as under bare fallow or uncropped arable land amounts to 958,000 acres for Great Britain, and to 24,000 acres for Ireland. In Great Britain the proportion of bare fallow to the total acreage returned is three in every one hundred acres, but it is five and three-fourths to every one hundred acres under corn, green, and rotation grass crops, and seven and one-half to every one hundred acres of corn and green crops only. There is reason for believing that in parts of Great Britain land capable of cultivation, but lying waste or untilled, is erroneously returned under the heading of "bare fallow or uncropped arable land." The aggregate acreage under corn and green crops in the United Kingdom in 1868, as compared with 1867, shows the following results: Corn crops, an increase of 228,000 acres; and green crops, exclusive of potatoes, a decrease of 170,000 acres. The acreage under potatoes is larger in 1868 than in 1867 by 84,000 acres, of which 50,000 acres were in Great Britain, and 34,000 in Ireland. The acreage under wheat is larger in 1868 than in 1867 in each division of the kingdom, the total increase amounting to 310,000 acres. The acreage under barley in 1868, compared with 1867, shows a falling off in England to the extent of 112,000

acres; but as there is an increase of 4,000 acres under barley in Wales and Scotland, and of 16,000 acres in Ireland, the actual decrease of acreage under that crop in the United Kingdom in 1868 amounts to 92,000 acres. In the acreage under oats there is an increase in the United Kingdom of 48,000 acres in 1868 over 1867; the chief part of the increase, 40,000 acres, occurring in Ireland; England showing a decrease of 18,000, and Wales and Scotland an increase of 24,000 acres. The acreage under each kind of green crop (excepting potatoes) is generally lower in each division of the United Kingdom in 1868 than in 1867. The decrease in the kingdom in 1868 is 24,000 acres under turnips, 9,000 acres under mangolds, 12,000 acres under cabbages, kohlrabi, and rape, and as much as 122,000 acres under vetches, lucerne, &c. The acreage under flax in Great Britain is distinguished for the first time in the returns for 1868. There were under that crop 15,828 acres in England, 169 in Wales, and 1,546 in Scotland. The acreage under flax in Ireland in 1868 was 206,446. A marked advance is shown in the number of cattle and sheep in 1868 over 1867. In the United Kingdom the total increase in cattle amounts to 352,000. In Great Britain the increase is as much as 430,000, but there is a decrease of 82,000 in Ireland, not accounted for by an increase in the exports of cattle to Great Britain. The number of sheep in the United Kingdom is larger in 1868 than in 1867 by 1,790,000. The increase may be said to have occurred exclusively in Great Britain, the number of sheep in Ireland showing scarcely any difference in the two years. As regards pigs, a kind of stock discouraged by the high prices of food, there is a decrease in the number in 1868, compared with 1867, to the extent of 1,032,000 for the United Kingdom. The chief part of the reduction is in Great Britain, where the number is less by 658,000. In Ireland there is a decrease of 371,000. General tables exhibit the relative agricultural condition of the several counties in England, Wales, and Scotland. The percentages of corn crops to the total acreage returned, and the proportionate number of live stock to every one hundred acres under crop, show variations that may be noticed with local and general interest. The counties may be arranged with a view to various results, but there are two groups of acknowledged importance and interest, the grazing and corn-growing counties. Mr. Caird, in his published volume of "Letters upon English Agriculture," gives an outline map of England with a line of division running from north to south to distinguish the corn and grazing counties. Following this plan, but with some little variation suggested by the proportion of corn crops to the total acreage under cultivation, as ascertained by the agricultural returns, a table has been prepared to show the chief results of such a division of the English counties. The counties are arranged, as far as practicable, geographically from north to south. In the two divisions the number of counties is the same, and the total of the acreage returned is not very different. The percentage proportions of corn crops to the total acreage returned in each county are shown. In the grazing counties the proportion of corn crops is as low as ten per cent. and not higher than thirty-three per cent., but in the corn-growing counties the proportion of corn crops ranges between thirty-three and fifty-five per cent. As regards the number of the live stock in the two divisions, the figures given relate to the stock returned as in the possession of the occupiers of land and owners of live stock upon the 25th of June. Grazing counties—Northumberland, Cumberland, Durham, Westmoreland, York, (North and West Ridings,) Lancashire, Cheshire, Derbyshire, Stafford, Leicester, Salop, Worcester, Hereford, Monmouth, Gloucester, Wilts, Dorset, Somerset, Devon, Cornwall. Corn-growing counties—York, (East Riding,) Lincoln, Nottingham, Rutland, Huntingdon, Warwick, Northampton, Cambridge, Norfolk, Suffolk, Bedford, Bucks, Oxford, Berks, Hampshire, Hertfordshire, Essex, Middlesex, Surrey, Kent, Sussex.

Total acreage returned as under crops, bare fallow, and grass: Grazing counties, 12,109,000; corn counties, 10,929,000.

Acreage under wheat: Grazing counties, 1,286,000, or ten per cent. of total acreage; corn counties, 2,111,600, or nineteen per cent. of total acreage.

Acreage under permanent pasture: Grazing counties, 6,363,000, or fifty-two per cent. of total acreage; corn counties, 3,341,000, or thirty per cent. of total acreage.

Total number of cattle returned: Grazing counties, 2,484,000, or sixty-six per cent. of total number in England; corn counties, 1,295,000, or thirty-four per cent. of total number in England.

Total number of sheep returned: Grazing counties, 10,638,000, or fifty-one per cent. of total number in England; corn counties, 10,292,000, or forty-nine per cent. of total number in England.

An increased interest may be taken in returns relating to the agriculture of the country if the annual addition to the total number of consumers of food in Great Britain be considered. In round numbers about 240,000 persons are annually added to the resident population in Great Britain. The additional wheat supply required for that number, at an average of six bushels per head, amounts to nearly 180,000 quarters, which, at an average English yield of twenty-eight bushels per acre, represents the produce of upwards of 50,000 acres, and a much larger acreage at a lower rate of production.

## THE CORN TRADE AND HARVEST.

Mr. H. Kains Jackson, of Mark Lane, London, remarks as follows on the corn trade and harvest of 1868:

January found the quotations of all articles of food high, while future prospects were considered so uncertain that many experienced merchants foretold famine rates in summer. Others, more hopeful, only expected sufficient imports, provided extreme prices were offered. The badness of the harvest in progress in Australia slightly affected the markets here, as that colony, instead of sending us supplies, would compete against us in California. As a set-off to these views, there had been a good seed-time, and the high current rates, 72s. 4d. for wheat, was attracting cargoes on passage, estimated at 2,000,000 quarters.

*February.*—Rather strengthened value; after fluctuation, the month ended at 73s. 4d., although imports continued good, and future harvest prospects enlarged.

*March.*—Supplies of home-grown wheat came in better than had been expected, as perfect exhaustion had been reported in different districts, while reference to 1867 showed that four million quarters were received between this month and the end of August. This fact, and the continued favorable season which promised "universal plenty," relieved the gloom, when wheat was 72s. 10d. per quarter, and much confidence was required to believe that import history would repeat itself, and give us the necessary summer supplies.

April proved France our chief competitor, as she had been in the autumn; out of every twenty ships laden with wheat from the Danube, Marseilles, for France and Algeria, stopped fifteen, and as the price was quite as high in Paris as in London, fears were expressed that our average, 73s. 4d., (only equaled in the Crimean war,) would further advance before harvest above 80s.—a price several country markets were already making. In this position the *Times* gave insertion to a long and favorable estimate of the food prospects of the country. It was shown that the time had come for our imports to increase in the ratio of three to two, and a calculation placed the wheat imports for the year ending 31st of August at the very high figures of over ten million quarters. (They have been, per Board of Trade returns, nine and a half millions, and the difference remaining between estimate and result may be set down to the total suspension of business in cargoes on passage after May.) The above cheerful view of the question, together with the very fine spring, marked the actual change that afterwards occurred. Meanwhile, the price had reached 73s. 11d. per quarter.

*May.*—Great steamers from the Black Sea poured in their cargoes; France was now out of the field; wheat fell 5s. to 7s. per quarter; new beans from Egypt were on offer in Mark Lane on the 29th, and wheat ears were gathered in Kent on the 30th; while in all districts a very early harvest was expected. Wheat 72s. 3d.

*June.*—On the 1st a fall took place of 6s. to 8s. on English wheat, 8s. to 12s. on foreign. A panic followed, to the extent that millers refused to buy at any terms offered. The drought had, however, become very severe; it was partially broken by storms and showers from the 20th to the 23d; the east coast markets recovered 2s. to 3s. per quarter. Bread was made from the new wheat in France. The British average had sunk to 67s. 5d. per quarter.

*July.*—On the 18th, harvest had well commenced in England, and Talavera wheat was sold in Mark Lane, in the third week at 78s. per quarter, dropping to 65s. the week after. General prices fell in London 8s. in the month; average 62s. 9d. Future prices were estimated as likely to range from 45s. to 55s.

*August.*—Supplies of new wheat were plentiful in London, but while harvest was in progress in the north of England a stimulus was given to demand, and the price advanced 2s. to 3s. per quarter. Deliveries increased from 24,000 quarters to 85,000 quarters weekly during the month; average 56s. 11d. at the close.

September saw a regular decline, under weekly sales of 90,000 to 100,000 quarters. Foreign wheat, long neglected, was steady in value. Flour had followed the price of wheat, which was now 53s. 7d., a fall of 3s. 4d.

October continued the fall of value, although imports were inconsiderable, and the London decline was equal to 3s., although the imperial average was only down to 52s. 11d. per quarter.

November was a very discouraging month, value losing 3d. at almost every market; average at the close 51s. Foreign supplies increased to their usual autumn bulk, and the new Dantzic wheat rivaled our own.

December has written "plenty" throughout its course, all the more plainly because value has slightly advanced. This movement was anticipated, before any rise had occurred, in my former letter published on the 4th. The average price down to 50s. per quarter, there seemed sound reasons to look for all regular trade to be unconstrained at this moderate level, with which the public are well contented. At the same time holders of wheat were forewarned against asking increased rates; immediately millers should buy frankly, otherwise the oppressive dullness of November might be expected to return.

Now a reference to the December journals shows that prices advanced during the second and third weeks 2s. to 3s. per quarter, home and foreign, but when a further rise was attempted buyers firmly opposed the upward movement, and, after a remarkably good, healthy trade, the month and the year ended with very dull markets, the season continuing mild, while a full number of arrived cargoes off coast promise to make up for the short imports of the last fortnight. Owing to one of the stormiest and wettest Decembers on record, home supplies have been small and in damp condition, but the first spell of frost is expected to increase the quantity sent to market, as in every locality the stocks in rick and barn are known to be large, since for the last two months farmers have given nearly all their attention to barley, which is relatively higher than wheat. I have seen a calculation that makes the mean average price of wheat for the year 1868 67s. 9d. per quarter, but if the averages taken at the end of each month be accepted, 64s. 6d. is the mean price. Value has sunk throughout the year 33 per cent., giving to the public at Christmas, 1868, three loaves at the same cost of two in 1867. The look onward for the new year is satisfactory. The late harvest, from increased area and a large yield of splendid grain, has given the nation fully 5,000,000 quarters of wheat more than last year, and has reduced our requirements from foreign countries to 6,000,000 quarters at the outside, the cost of which, moreover, will only be about the cost of 4,000,000 quarters at last year's rates, thus making the extra outlay of twenty million pounds sterling last year unnecessary. As to obtaining the required imports without France or any other large consumer to compete with our small wants on the fine harvests reaped in Prussia, North Russia, Hungary, Turkey, California, and America, no reasonable doubt can be entertained. The very fine autumn allowing the finest seed wheat to be planted also promises another good harvest; indeed if cycles run truly, as they appear to do, 1869, 1870, and 1871 will all be productive years.

The winter, so far, has been highly favorable for stock, the meadows up to Christmas furnishing abundant keep; and as mangold wurtzel is at present only 24s. per ton, it seems no scarcity is feared of cattle food, helped out by the large supplies of maize received and promised. Barley remains high in price, and all malting sorts appear likely to continue the present ruling figures 46s. to 54s. per quarter. The short crop of oats in England is being well supplemented by good imports, which come from Ireland, Canada, Holland, and Trieste, as well as from the Russian and Swedish ports, whence we look for them. The quotation, 26s. 2d., is high, and at that figure there is no fear of scarcity; still, this grain cannot be cheap. From a general point of view the corn trade appears likely to keep steady at present currencies until spring shipments and spring weather come to give it modification.

#### THE IRON TRADE.

[From the circular of Messrs. Rodgers & Son.]

The first quarter of the year 1868 was a dull one for most of the makers; rails were in demand for forward delivery, but there was nothing doing for America, and the home trade especially seemed depressed. The north country houses were accepting very low prices, and the Welsh makers all complained. Towards the close of March business was more brisk, a good demand sprang up for ship plates, and specifications for considerable quantities of rails for Russia and other parts of the continent were offering. The Birmingham meeting in April was marked by the reduction of ten shillings in the list price of iron, and by the men's wages being reduced ten per cent. May and June passed with a moderately active trade, the demand being better for the east, and large contracts for rails being constantly in the market. The excessive heat of the weather in July prevented any work being done, except at night, the weekly turnout of iron becoming thereby much curtailed. August quarter day passed off rather quietly, but the market had evident signs of improvement, which were strengthened by the makers being so much in arrear with their deliveries, in consequence of the heat of the summer; some having orders on their books many months old. About this period great efforts were made to improve the price of Scotch pigs, which had remained almost entirely unchanged during the year; the result of putting a certain number of the uninitiated into the article was to produce a fictitious advance of about three shillings per ton, but this was again lost by degrees, and we are at exactly the same prices now as when the year commenced. Towards the close of September makers of fine finished iron were able to get a slight advance, especially for sheets, rods, and hoops, some of the best descriptions of which were fetching full list rates; indeed trade looked so promising that many of the houses were induced to issue circulars notifying they could only accept future orders subject to next quarter's prices. There was a larger business transacted at the October quarterly meeting than had been experienced for some time previously, and at advancing prices, but it was deemed advisable not to alter the list. The rail mills throughout Wales and the north of England have been full of orders during the year, and ten shillings to fifteen shillings advance has been established in price, with orders on the books to last quite till the end of June next. Foreign compe-



tition has to a great extent been removed, by the fact of orders being so plentiful, that the Belgians especially have filled their mills for many months to come. The manufacture of steel rails is much on the increase, and the competition between the Bessemer and Heaton processes bids fair to be keen indeed. On the whole, we have closed a more prosperous year for the iron trade than has been experienced for some time past. It is true prices are low, but they are to some extent remunerative; besides which, there is every appearance that a large demand will continue throughout the present year, and that prices now ruling will be advanced considerably at the Easter quarter. India, China, and Australia are larger buyers than they have been for some time, and the great extension in railway works throughout the whole continent of Europe is an element in the trade which must produce favorable results. We could wish the ship-building interest was reviving, as this would give a further impetus, but it may do so yet in the general improvement *in all trades* around us; but with this, even, we can predict a prosperous future for iron, and with every reason to hope that it will be permanent.

[From Messrs. William Bird & Co.]

Large foreign contracts for railway and public works requirements have greatly improved the position of the iron trade, and established an advance of price in those articles of manufacture which first feel the benefit of extensive outlay for works of construction. The general merchant and shipping inquiry responds but slowly to the upward movement, and the indisposition of ordinary trade buyers to anticipate coming demand has not been without effect in steadying quotations. The works that have taken heavy contracts and are well supplied with present orders justify their high quotations for later delivery, by the extent and magnitude of inquiries known to be on the market. On the other hand there are numerous smaller makers, representing in the aggregate a considerable power of production, who have not yet met with equal good fortune, and find considerable difficulty meantime in keeping their staff and machinery employed. Hence the wide margin still observable in offers.

The production of good steel from common brands of iron is of course a matter of the greatest interest to the British iron trade. Our reports have, from time to time, alluded to various new systems maturing and emerging from the regions of experiment into practical commercial life. Public attention has recently been called through the press to "Heaton's" nitrate of soda process, which professes, from even inferior materials, to make as good steel as Bessemer's with a far less expensive plant and at less cost. The scientific testimony offered in favor of the process has been severely criticised, and the public as yet has learnt little more. The discussion among angry rival patentees shows that lapsed patents and such as have become public property can be, and are, repatented without any regard for the public advantage, and that as obstructions, only to be removed by costly litigation, they do in point of fact postpone and stand in the way of real progress and trade development.

We have on all possible occasions advocated the adoption of economical systems of railway transit, both permanent and temporary. We consider, notwithstanding several endeavors tending to develop this universal requirement, that we have not yet reached a perfect system in design, while as regards application we are yet in our infancy. Thousands of miles, worked either by light engines or by animal power, might be made highly remunerative if engineers would suggest a plan, without embarrassing it and enhancing cost by a patent, that would not exceed for material, say £350 per mile of single line. We know from our practical experience that this sum is not an impossible one, and many mines in foreign countries that are now under much disadvantage by reason of expensive transport would be glad to adopt a mineral tramway that would be cheap and effectual.

#### THE SILK TRADE.

We beg to hand our annual statement of stock, imports, and deliveries of silk. You will find, as compared with last year in China, an increase in imports of 11,000 bales; increase in deliveries of 9,000 bales. In Japan, an increase in imports of 1,700 bales; decrease in deliveries of 800 bales. In Canton, an increase in imports of 1,000 bales; increase in deliveries of 350 bales. In Chinese thrown, increase in imports of 300 bales; increase in deliveries of 600 bales. In Bengal, a decrease in imports of 1,400 bales; in deliveries, as last year. In Persian, a decrease in imports of 550 ballots; decrease in deliveries of 800 ballots. In Italy and Brutia, a decrease in imports of 200 bales; decrease in deliveries of 260 bales.

Showing in aggregate an increase of twenty per cent. in the import and fifteen per cent. in the delivery, leaving us with a stock about twenty per cent. in excess, and a range of prices almost identical; for although they appear to be rather lower, the prices at the close of 1867 were merely nominal, and in the very first transactions *within* a week of the beginning of the year, fully two and a half to five per cent. was



lost, followed by a further two and a half to five per cent. in January. Such, in few words, is the substance of the statistics of 1868, a year singularly free from speculation and speculative purchases; we hope of general benefit to all concerned in the manipulation of silk, both manufacturers and throwsters, but of disappointment, and, we fear, of loss, to importers.

The history of the year may be almost as soon told. After the reductions in January, we had continued, although at first very gradual, improvement in prices up to the end of July. With the appearance of the first new silk in August began the downward movement, and after five months of heavy dragging trade, with scarcely a bright moment, we find ourselves just about where we started at the beginning of the year, with a largely increased stock beyond even the present increased consumption. The large increase in import and stock is, however, confidently asserted and evidently believed by the majority of importers to be merely or chiefly the result of the pressing forward the production of the season beyond even the precedent of the last few years. The rate of consumption was singularly uniform during the first ten months, each succeeding three months showing in aggregate almost the same figures, the last two months have been rather less favorable, but this may be accepted as accidental rather than as evidence of altered trade—direct importations and the working up of their own silk having probably for the time occupied the mills and looms of the continent to a slightly increased extent.

Although, with the exception of January, the course of prices was during the first seven months continually upwards, we were not without occasional periods of hesitation and doubt. At one moment politics were threatening, but the more important matter was the uncertainty as to supply, and while this was supposed to be pending, the upward movement was confined to little more than the return to the point from which we had fallen. All went well in the early stages of the European crop, but in May and early in June the most serious apprehensions were entertained. What the result has been has never been known, but the enormous prices at which cocoons were sold, and contracts made for the better filatures of Italian and French silks, 8s. to 10s. per pound above the preceding year, was looked upon as abundant evidence of the opinions of those nearest to the places of origin, and no doubt largely influenced friends in China in their early purchases. Unfortunately, the prices paid were to some extent responded to on this side, influenced chiefly by the telegraphic news received just at the moment of the first arrival of the new silk, that the crop would be under 45,000 bales. This, however, was very soon found and telegraphed to be erroneous, and our prices gradually but continually receded on receipt of the news that it would probably reach 50,000 bales, and continued fortnightly, and in some cases weekly, reports of heavy settlements and large arrivals here. How far these large arrivals may be merely the result of further progress of altered system of business in China remains to be seen; but confidence having been once shaken as to the estimate, consumers are slow to believe that present estimates may not be exceeded; at any rate, they seem to feel that for the present the supply is ample, and therefore see no object in buying other than for immediate requirements. Such has been more or less their policy throughout the year, influenced no doubt also by the tardy developments of their trade; for although the result has been favorable, at no moment was there any active demand for goods. So also there was never at any moment sufficient currency of demand for silk to enable holders to clear up old silk, unless at some considerable reduction upon market prices. The margin between European and Asiatic silk has exceeded all previous experience, so also the margin between various gradations of quality of Asiatic silk, which had already exceeded anything known, has been greatly increased.

*Silk cultivation in Persia.*—Mr. Consul General Abbott, in his report on the trade of Tabreez, makes some observations with the object of stimulating the cultivation of silk in Persia. The foreign commerce of that country is considered mainly to depend on that of the silk trade. All the other productions of the kingdom suitable for exportation do not yet furnish returns for one-half of the merchandise annually imported from Europe. The Russian trade is of very small importance, and that of France or Germany is not large. Great Britain takes the lead, the value of its cotton manufactures imported being nearly a million sterling. These importations were taken by the Russian line, through Poti and Tiflis, which route, says Consul General Abbott, "is by degrees coming into favor with the merchants, and may eventually absorb the whole transit trade to this place, now carried on through Trebizonde and Erzeroum. Turkey having again abandoned the project of opening a carriage road from the Black Sea to the Persian frontier, leaves Russia to profit by her neglect, and any effort she may hereafter make to preserve within her own territory the present carrying trade, will probably be too late to save it from following in another channel." As regards the staple produce of Persia, all the silk produced in Ghilan in ordinary seasons does not probably exceed in value 700,000 pounds sterling: but this article keeps alive the foreign trade, being the only valuable and marketable production which could be exported from the Tabreez side of Persia in any considerable quantity. "Though every province of Persia appears to be adapted by its climate to the production of silk," remarks Mr.

Abbott, "this branch of industry has been very little followed in the upland country. Small quantities of it are produced in many parts of Azerbaijan, which, however, have no effect on the market; and it is to be regretted that greater attention is not bestowed on its production; but the people are slow to embark in any undertaking which is either new to them, or which does not promise an immediately remunerative result. The Sudar Azeez Khan, lately governor of this province, caused a vast number of mulberry trees to be planted in a fertile district near the Lake of Ouroumieb, intending them for the production of silk. Nothing, however, has resulted from this attempt. The Sudar is old and infirm, and at his death probably no more will be heard of the plan he had formed for the improvement of the district in question."

#### TRADE OF SHEFFIELD.

The trade of Sheffield during the past year (1868) has been anything but prosperous. Commercially, the year began amid general gloom. At home the dulness was extreme, and scarcely a single market of any extent, commercial or foreign, was yielding even moderate orders. The hope that spring would bring with it a considerable revival was disappointed, and midsummer found us in a condition little if at all better than that in which winter left us.

The United States have long been one of the chief markets for Sheffield goods, and our exports to that country during the first six months of the year fell nearly one-third below those of 1867, when business was at a very low ebb. In spite of the large extension of our manufacturing facilities, our trade with the States fell back to the limits of 1864. With Canada we did even worse, our cutlery trade with that colony falling to even less than half what it had been in the first six months of 1867, and the other branches showing a considerable falling off. Other distant markets shared the depression, if not to the same extent, almost the only exception being the Indian market, for which there was a better demand than usual for tools of various descriptions—a demand of which, however, Birmingham had probably the chief profit. Under the combined influence of distrust and drought the home demand languished far into autumn, though, on the whole, our best customers were found at home in the first six months of the year. In some other markets the turn of the tide came a little earlier. Our Russian customers began to order tools, files, and steel moderately early, and our summer and autumn trade with them was fairly active, closing with a rather larger resort than usual to the overland route. With other continental states business fluctuated considerably, and has been, on the whole, far from satisfactory. The remark applies with equal force to the South American markets, some of the best of which still groan under the heavy burdens of a savage war. The Indian demand for tools has, however, continued, and the closing months of the year have witnessed a favorable change in the Australian markets. Several spurts occurred during the spring and summer in the United States, and were hailed as the beginning of better things, but soon landed us in disappointment. Late in the autumn, however, a moderate demand sprung up for steel and some few descriptions of tools, and has continued to the end, accompanied with an improved though not large demand for spring cutlery. At home, also, business, though not active, has been better than in the early part of the year, excepting, perhaps, in the cotton districts of Lancashire, where trade is still very much depressed, and rather gets worse than better.

The cutlers have suffered very severely, numbers having been out of work during the greater part of the year, and the prices paid for much of the work done having been very low. The saw trade, except for Russia, has been languid all the year, and so remains. The file trade, which remained comparatively active when depression reigned all around, has this year shared to a greater extent the general depression. The sheep shear trade has partially revived during the year, some houses having still fair orders on hand; and, on the whole, there has been a good trade in agricultural implements. The tool trades have generally languished, but have improved a little, and there has been more activity in some departments during the closing months of the year. The silver-platers and stove-grate manufacturers have had but an indifferent year. Unfortunately the heavy have suffered as severely as the lighter branches. The armor-plate mills have, on the whole, been fairly employed, and so remain; but the railway orders have been light; and the improvement in the iron and steel trade came late, and is even now only partial. Some houses, however, are decidedly busy, for the home as well as distant markets.

On the whole, it must be admitted that the departed year has left us considerably better than it found us. Though "bulling" is on the decline, workmen in most branches have made a fair Christmas. The carriers have been busy for some weeks; the banks have paid out more money than usual for wages. Retail tradesmen have, on the whole, done a good business, in spite of bad weather, and the local railways have seldom had a busier Christmas.

What, then, are our prospects for the new year? We trust we are not too sanguine in describing them as more encouraging than at any time since the great breakdown

and consequent panic from which the country has suffered so long and so severely. Some still doubt whether we have even yet got to the end of the long lane of depression, but the tone of trading circles has decidedly improved, and the expectation of a return to at least a moderately prosperous state is very generally entertained. That the Canadian market, which has been wretchedly bad during the whole year, has anything good in store for us is perhaps too much to hope. With the United States, at least, a moderate trade is generally expected. We fear it must be admitted that our trade with the States in table cutlery is, to a large extent, gone forever. In this department the American manufacturers are, in the main, supplying American wants; spring cutlery they will still buy from us; but even in that branch the days of cheap "rubbish" are believed to be numbered; only the middle and better qualities will command any considerable market. For steel and files a fair demand is expected. The Russian, Australian, and Indian markets are believed to be in a more healthy state than for some time past. The home prospects are at least equally fair, and some revival may reasonably be looked for in the German and other continental states in the absence of serious political complications. We are glad to learn that, on the whole, manufacturers are in a position to reopen their works somewhat earlier than usual. At some places work has been resumed during the present week, and the resumption is expected to be general on Monday. This of itself is an indication of a better state of things. With all this, however, it would be a mistake to expect a sudden return to decided activity. The revival will probably be gradual, perhaps slow, and will be felt in the way of fuller employment than excessive demand.

We trust the general expectation of an improved state of things will be realized, only remarking that the prospect of better trade renders more urgent the establishment of satisfactory relations between employers and workmen, in order that both may reap the utmost advantage from the change. It has too often happened that a reviving trade has been checked by contests between employers and employed. The men naturally expect a return of business to restore wages from a state of depression, and the masters, in their fear to rise faster than the state of the market will justify, being unduly timid. It is under such circumstances that, instead of fighting, masters and men should meet in council by their representatives in a court of arbitration, and settle frankly and cheerfully by agreement questions that have too often led to discontent, culminating in strikes. An improving state of trade is that of all others in which the new mode of adjusting prices by arbitration is the most valuable.

#### SOUTH YORKSHIRE COAL TRADE.

The coal trade throughout the South Yorkshire district has been anything but good during the year 1868, and, so far as regards household qualities, has scarcely ever been worse. Steam coal to Grimsby has been tolerably active, although the local coalmasters have met with a good deal of opposition from those in Derbyshire. The tonnage forwarded to Hull, however, has not been so large as in some former years, whilst the prices have been considerably less, owing to the competition with other districts, although the freights by water from Barnsley and Elsecar have been very low at times, having fallen from £8 and £9 to £5 and £5 10s. per keel. The business doing in house coal to London, from the beginning to the close of the year, has been very bad indeed, notwithstanding the fact that the coal owners have done all in their power to maintain their position in what has hitherto been one of their best markets. The carriage rate, however, by the Great Northern, from Doncaster to the metropolis, and by the Manchester, Sheffield, and Lincolnshire, from the Barnsley district to Doncaster, has been so high as to prevent colliery proprietors from successfully competing with the Derbyshire owners, who enjoy a rate varying from 1s. up to 2s. per ton nearer the metropolis than the former do. For the purpose of obtaining a modification of the rate, several meetings of the Coal-owners' Association were held, and a memorial drawn up and presented to the directors of the Great Northern Railway Company, on the subject. However, with the exception of the acknowledgment of the memorial, no further notice was taken of it. The subject was brought under notice by Sir E. Watkin, on the occasion of the half-yearly meeting of the Manchester, Sheffield, and Lincolnshire company, when the chairman deplored the falling off in the receipts from the mineral traffic, which was something serious, and promised to see the Great Northern directors, with a view to getting them to reduce their rate from Doncaster to London. The efforts of Sir E. Watkin were of no avail, as the Great Northern directors drew his attention to the fact that he was charging about a penny a ton per mile for carrying coal from the Barnsley district to Doncaster, whilst they charged less than a half-penny per ton to London. As a proof of the loss sustained owing to the carriage rates, it may be stated that a member of one of the largest firms in South Yorkshire, and doing about the best trade in silkstones and other qualities, recently assured us that with a moderate rate he would have increased his business to London by fully ten thousand tons during the year, so that the loss to the Great Northern alone, with regard to that one firm, was considerably more than £30,000. During April and May so great was the depression, and so low the prices, that after very

great difficulty the miners agreed to accept a reduction of five per cent. on their wage. Even this concession did not materially alter the state of affairs, and the railway (which the district almost entirely depends for its carriage to London still carried less to its own loss as well as that of the colliery proprietors. Thus, while the Midland company in November conveyed more than twice the quantity of coal to London it has ever done before, the Great Northern shows a very large falling off, more especially with regard to the district to which it will ultimately have to look for its principal supplies. Notwithstanding that the trade has been so much depressed, new collieries have been opened out and others are being sunk. Among those which have been completed may be mentioned the Denaby Main, near Mexbro', the deepest colliery in Yorkshire, the Barnsley bed having been reached at a depth of four hundred and fifty yards. Another pit close to Barnsley, known as the Pindar Oaks, has commenced drawing coal, and also the High Stile colliery, belonging to Messrs. E. Booth & Co. The sinking of the Mon Breton colliery, one of the largest in the district, was continued up to the close of October, when operations were interrupted by the irruption of a vast body of water, and was not until the end of the year that the work could be resumed. The same was the case with regard to the new shaft at Ardsley, in connection with the Oaks colliery, but the men have recently commenced tubbing. An extensive colliery is being sunk near to Swinton, on the Midland railway, where there is a very large coal field, and where there are some thousands of acres as yet untapped. In some other parts of the district including Havercroft, the coal has been either reached or is being sunk to, so that in all probability the district will be in a position to turn out a much larger quantity of coal than it has yet been able to do, and it is to be hoped that trade will increase in a corresponding degree. The introduction of endless wire ropes and what is known as the "tail rope" into the district for drawing the corves up the inclines in colliery working has been the means of doing away with horse power to a very large extent. In some collieries upwards of fifty horses have been dispensed with, not only effecting a very great saving, but insuring greater regularity and increased speed. So satisfactory were the results in the first instance at the Whaincliffe silkstone colliery, that managers from various districts visited the works to see the ropes in operation, and were so fully satisfied of their advantage over horse labor, that they are now fast superseding the latter not only in Yorkshire but in more distant localities.

#### SOUTH YORKSHIRE IRON TRADE.

The inactivity of the iron trade during the early part of the year in no serious way affected the make of pig iron, so that the out-put throughout the district was rather in excess of the requirements of manufacturers at various times. Nearly all the furnaces, however, were kept in blast; so that, in addition to the supplies from our local mines insuring employment to a large number of workmen, a considerable tonnage of iron stone was imported from North Lincolnshire, and also from the extensive fields in the neighborhood of Wellingborough, near Northampton. The Bessemer-steel works have been moderately well employed during the greater part of the year, not only in the plain material, but also in manufacturing, in the shape of rails, tires, axles, &c. In the latter part of the year, however, the rail mill was quiet, and there was scarcely so much activity as there had been in the other branches, for which various causes have been assigned. One thing, however, appears pretty certain, that consumers of steel goods are deeply interested in the very important question, now being agitated, as to the production of a good quality of steel at a much less price than is at present paid for Bessemer. For several months the ironmakers in the Cleveland district were engaged in making experiments with the produce of their own stone, so as to produce a steel suitable for rails and other purposes, and to some extent succeeded. Several patents were taken out, but we are not aware that, so far, much has been done in utilizing them to any extent. On the other hand, the nitrate of soda process, for which Mr. Heaton, of Langley Mills, is the patentee, appears to have found favor in many quarters, and is fast gaining ground in the estimation of several of the principal producers of pig iron. The specimen with which we were favored at the works was considered highly satisfactory when exhibited to some of the most competent judges. That a great trial is about to take place there can be no two opinions, and should Mr. Heaton's patent be taken up by our ironmakers—of which there appears some probability—converting apparatus will no doubt be put up in close proximity to the blast furnaces in some of the great centers of the iron trade, such as Cleveland and Northampton, in both of which the makers have for a long time been keenly watching the various systems proposed for converting their blast into steel. The question, however, is not now within the category of individual or local rights, but is one of at least national importance, and as such must it be weighed.



## THE REVENUE.

The following is an abstract of the gross produce of the revenue of the United Kingdom, in the under-mentioned periods, ended December 31, 1868, compared with the corresponding periods of the preceding year:

*Year ended December 31.*

	1868.	1867.	Increase.	Decrease.
Customs .....	£22,486,000	£22,630,000	.....	£144,000
Excise .....	20,214,000	19,955,000	£259,000	.....
Stamps .....	9,174,000	9,597,000	.....	423,000
Taxes .....	3,477,000	3,484,000	.....	7,000
Property tax .....	8,414,000	5,266,000	3,148,000	.....
Post office .....	4,560,000	4,630,000	.....	70,000
Crown lands .....	559,000	337,000	22,000	.....
Miscellaneous .....	3,176,677	2,764,516	412,161	.....
<b>Total .....</b>	<b>71,860,677</b>	<b>68,663,516</b>	<b>3,841,161</b>	<b>644,000</b>
<b>Net increase .....</b>	<b>.....</b>	<b>.....</b>	<b>3,197,161</b>	<b>.....</b>

*Quarter ended December 31.*

	1868.	1867.	Increase.	Decrease.
Customs .....	£5,998,000	£6,102,000	.....	£104,000
Excise .....	5,431,000	5,092,000	£339,000	.....
Stamps .....	2,220,000	2,296,000	.....	76,000
Taxes .....	1,287,000	1,317,000	.....	30,000
Property tax .....	2,018,000	885,000	1,133,000	.....
Post office .....	1,150,000	1,180,000	.....	30,000
Crown lands .....	112,000	100,000	12,000	.....
Miscellaneous .....	863,095	553,980	309,115	.....
<b>Total .....</b>	<b>19,079,095</b>	<b>17,525,980</b>	<b>1,793,115</b>	<b>240,000</b>
<b>Net increase .....</b>	<b>.....</b>	<b>.....</b>	<b>1,553,115</b>	<b>.....</b>

## FINANCIAL RETROSPECT.

The financial course of the past year, as was the case with that of its predecessor, has precisely realized the anticipations expressed at its commencement. A fair harvest and the avoidance of war were the only conditions requisite to insure a steady continuance of low terms of discount, and uninterrupted though slow recovery in trade. For the year now commencing the prospect is equally or rather more satisfactory. Every month that places us further from the disastrous recollections of 1866 increases the healthy power of the nation for the development of its natural commercial vigor. It is true that the recent rise in the bank rate from two to three per cent., in consequence of the heedless welcome given to foreign and colonial loans, has thrown for the moment a damper over stock exchange speculation. But this has been salutary. There is a total absence of danger of any persistent run of folly. The public may be tempted by adroit manipulation to go on up to a certain point; but so fresh is their sense of past penalties, that the moment the slightest check happens they fall back scared, as if another general convulsion were at hand. In the present instance, the simultaneous concurrence of the contemptible Greek complication has been sufficient to cause a fall in the value of all convertible property equal to that which might ordinarily occur from any severe political or commercial disturbance. Hence it would seem that, instead of any further immediate increase in the value of money, a temporary return of greater ease is probable. Several of the foreign and colonial loans of the past year remain to be paid up, but the introduction of new ones being in some degree stopped, the demands thus occasioned can well be met by the surplus income always flowing into the country in the shape of dividends on the securities already existing. Looking at the sums standing in Indian railways, Australian and Canada government guarantees, United States bonds, and foreign loans generally, these payments are now of extraordinary magnitude, and make a yearly total, in addition to the regular profits of the national trade, such as to necessitate a constant outlet through fresh loans and ventures. Estimating the consol and railway dividends now falling due, together with the foreign dividends and sinking funds to be remitted hither, it may be calculated that a sum of at least twelve to fifteen millions sterling will find its way into the



hands of the investing public within the next few weeks, and the portion of this to be received from distant sources will certainly be ample to provide for the outgoings for recent commitments. Still, so long as the rate for money in the London market is below its normal point of three and a half or four per cent., the tendency must always be towards an advance, and consequently every check like that now in operation is certain to be succeeded by a reaction. A momentary renewal of ease will instantly be taken advantage of by new contractors and operators, soon to be checked by a fresh fright, again to be followed by a further series of recoveries and checks, until the supply of capital shall have been reduced so as to cause its employment at home to yield an average return. The tendency to rapid restoration of our rate of discount from any extreme point, such as two per cent. on the one hand, or ten per cent. on the other, is singularly stimulated both by the diffusion of telegraphic communication and the general increase of intercourse among the various financial centers of the world. As regards America, for instance, the system of borrowing money on United States securities in London, Paris, Frankfort, and other European cities, whenever the difference between their rates and those of New York is sufficient to present an inducement, is every day coming into more extended operation, and cannot fail to have an important influence in equalizing the current terms at all the exchanges. For the next few years, therefore, the prevalence of fair average rates may, in the absence of exceptional influences, be safely relied upon. Meanwhile, as regards the intrinsic values of fixed properties, there is a silent and inevitable process still going on, which attracts but little attention from year to year, but is more powerful in its effect than any other. The increased production of the precious metals is in undisturbed operation, and although by some circumstances its influence is gradually lessened, there are others by which it is augmented. On the one hand, in proportion as the stock of gold has been added to during the last twenty years, the power of any given amount to produce an effect upon it is diminished, since, supposing the total supply in the world to be only two hundred millions, an addition of two hundred millions would reduce its value fifty per cent., whereas, after this had occurred, a further addition of two hundred millions would cause a reduction of only twenty-five per cent.; but, on the other hand, there is the fact that new sources of supply are being constantly discovered, including, if the accounts from the far west may to any extent be trusted, deposits of silver of an apparently inexhaustible character, while at the same time the progress of science is constantly simplifying the method of extraction. The circumstance that the absorption in India, which for a period had some considerable effect in retarding the changes in question, is now less active, is also to be taken into account, as well as the constant economizing of the circulation of the leading commercial countries by the resort to processes which save the passage of coin. As regards incitements to adventure and trading enterprise, the new year is likely to offer enough for the most ardent minds. The completion of the Pacific railway, which is to be accomplished by July next, and which through an extent of over one thousand miles will bring new regions into the full tide of civilization, and at the same time, perhaps, revolutionize many of the existing relations of the eastern and western hemispheres, cannot fail to present openings such as will be the commencement of changes that must materially influence the destinies of future generations. Perhaps among its minor and transitory consequences will be the furnishing of the materials that during the next few years will have to be cultivated in preparation for the panic to fall due in 1876.

The extreme range of consols during the year just ended has been three and a half per cent., while that of the preceding twelve months was five and one-eighth per cent. The lowest price, ninety-one and seven-eighths, was touched on the 1st of January; and the highest, ninety-five and three-eighths ex-dividend, on the 9th of June. The difference between the opening and closing quotations of the year shows an advance of a half per cent. In railway stocks, which experienced an average reduction of ten per cent. last year, and seven per cent. in the preceding year, there has been an average recovery of five per cent. In special instances, however, there have again been severe downward movements, Metropolitan, which two years back was at one hundred and twenty-nine, and which on the 1st of January last was at one hundred and sixteen and one-fourth, having further receded to one hundred and four and three-fourths. The Bank of England bullion at the end of last year stood at £21,941,047. It reached its highest point on 25th of June—£22,962,981, and gradually receded to £17,841,669 on the 10th of December, whence it has since recovered to £18,445,858. At the Bank of France the total at the commencement was £39,320,000, and there was a steady increase up to the 3d August, when it stood at £52,560,000. Subsequently there has been a reduction to £44,310,000. On the Paris Bourse the movements in French rentes have resulted in establishing an improvement of one franc seventy centimes per cent. The price on the 1st of January was sixty-eight francs forty centimes, and is now seventy francs ten centimes. With respect to the declared value of our exportations, the Board of Trade tables thus far, which comprise only eleven months of the year, show a total of £164,824,654, against £167,931,378 in the same period of 1867, or a decrease of one and seven-eighths per cent., which, however, as was the case in the preceding year, is to a

certain extent merely nominal, since it has been consequent on the relative diminution during the earlier part of the year in the price of cotton and other staples, and not on lessened industry. The changes in the bank rate of discount, which were fourteen in number in 1866, and only three in 1867, have this year been only two. On the 1st of January the rate was two per cent., and it was advanced respectively to two and a half and three per cent. on the 19th of November and the 3d of December.

## TRADE AND FINANCE.

The trade circulars which are published about this time of the year furnish a more exact, as well as more life-like representation of the state of the various departments of commerce, than can be found in the necessarily imperfect statistics of the Board of Trade. In dealing with the latter, the figures of which are unimpeachable, there are numberless limitations and allowances to be made which are entirely beyond the province, and it may be added the capacity, of a government department. This is no reproach: the Board of Trade perform their duty by exhibiting broadly and correctly the general results of the year. They have not the power of explaining how much of the commerce, say of 1866, depends upon the orders given in 1865; why a year of panic actually seems more prosperous than the succeeding period of recovery, or what peculiar circumstances take trade out of its course. To a knowledge of these practical details we can have no better guides than those furnished by merchants who are daily and intimately concerned in the business on which they report. There often exists, it cannot be denied, a suspicion that some unconscious bias may influence the opinions of dealers materially interested in the questions on which they touch, that they will take too strong a view on one side or the other, and thus, without positive intention, partially distort or suppress the truth. These cases, however, are rare, and even if they were more frequent the public would yet gain by accepting the greater portion of the good, though tarnished with the slighter admixture of the evil. At any rate we obtain a large mass of facts upon which to base our judgment, since as far as these are concerned in the existing competition of trade, a wilful error would be corrected forthwith by a dozen rival houses. The conclusions that may be drawn stand in a different category. Diversity of opinion must be looked for everywhere, and if Messrs. A. disagree with Messrs. B. on the prospects of the coming year, it is merely a repetition of the same sort of thing that we have long been accustomed to, and receive, as the case may be, with dissent or regard.

Foremost among the questions in which the nation is most deeply interested is the supply of corn. Mr. Kains-Jackson has published a succinct report of the trade during the past year. In January the prospects of the harvest were considered so uncertain that many experienced merchants foretold famine rates in the summer. The current price was high—72s. 4d. for wheat—and afterwards rose to 73s. 11d. A reaction then set in, owing to the receipt of large cargoes from the Danube, where the crops, after three years' bad harvests, were unusually good, and to the appearance of an early and abundant in-gathering in England. After some fluctuations, the average price fell to 50s. a quarter, and at Christmas, 1868, Mr. Kains-Jackson estimates the reduction since the corresponding period of 1867 at thirty-three per cent., and that we have saved an extra outlay of twenty millions sterling, which we were obliged to make the year before last. There is also a prediction hazarded that 1869, 1870, and 1871 will also prove unusually productive, of which it is unnecessary to say more than to express a humble hope that the prophecy will turn out correct.

Cotton is the next subject that claims attention. As regards the raw material, Messrs. Heugh, Balfour & Co. observe upon the wrong information and wrong calculation—common things in the cotton trade—which caused the price to run up in a few months from 7½d. per pound to 13d. From that high point, however, as the miscalculation was discovered, there has been a partial reaction. As regards manufactured goods, the report speaks of protracted dullness in Manchester, and observes that from no large foreign market, except for a short time from China, has there been a good, or even healthy demand, and that the same may be said of the home trade, and of nearly every one of the smaller foreign markets. This unhappily bears out the views we have often expressed. Nor does there appear to be any sign of improvement at present. India and China are fully stocked, and the purchasing power of the former is, besides, weakened by a famine in some important provinces. South America, from wars and earthquakes, takes less, and the United States (chiefly, we believe, from their protective tariff) take less also. The home and continental consumption, we are told, has never shown any vitality since the crisis of 1866. Truly not an agreeable prospect for the new year.

The position of the iron trade is stated by Messrs. W. Bird & Co. to have greatly improved, through large foreign contracts for railways and public works' requirements. So far, however, the demand has almost exclusively benefitted the great manufacturers, since the home trade is slow, and the smaller makers, who have not participated in the good fortune of the large houses, find considerable difficulty in keeping their staff and machinery employed. The trade are at present deeply interested in the controversy

respecting the Heaton mode of manufacturing steel against that of Bessemer. It is mentioned that the scientific testimony in favor of the new plan has been severely criticised, and that the public have as yet learned little of importance. The time for judgment, in our view, is when "the new systems mature and emerge from the regions of experiment into practical commercial life." It is not much use discussing whether a new invention will pay, when it has been conclusively proved or disproved that it *does* pay.

The sugar market is stated by the Produce Markets Review (Messrs. Travers & Sons) to have been by no means profitable. Prices have been steadily declining since last spring, and for the first time for many years the consumption has been falling off considerably. The effects of the crisis of 1866, and the dearness of bread in the earlier part of 1868, and of other provisions during the whole year, are given as a reason. The holders of stocks have consequently suffered, their supplies having been left on hand. The explanation of the falling off in the demand is, in fact, easily given; the mass of the people have had less money to spend, and consequently have been compelled to curtail their comparative luxuries.

The shipping trade has fared much as others. The anticipations of a prosperous year, which, according to Messrs. Rucker, Offor & Co., were generally entertained at the commencement of 1868, have not been fully realized. In some important instances freights with the east were temporarily remunerative, yet adverse circumstances subsequently occurred which seriously affected the average returns for the year. For example, in Bombay the rates were 75s. in March, but the sudden termination of the Abyssinian war caused a sort of panic, and cotton was shipped in May at no more than 15s. This was the extreme point of depression, however, and a recovery has since taken place to 47s. 6d. Similar, though less violent, fluctuations have been experienced as regards Calcutta and China. An opportune relief was afforded by the timely demand for tonnage for the Peruvian guano trade, of which a large fleet took advantage.

According to Mr. W. H. Hindley, we are threatened with a scarcity of hemp and flax. The shipments from St. Petersburg and Riga have considerably diminished, and there are indications that the forthcoming supply, owing chiefly to the drought, will be inadequate, while the stock in London is smaller than at any time on record. The ordinary consumption has also been considerably increased by the quantity required for the French Atlantic telegraph cable, which will not be finished before next June. We think that the deficiency may, nevertheless, be compensated, as in the time of the Crimean war, by the import of jute. It is mentioned that this article is the only fiber that has at all increased in production. Since 1857 the annual quantity imported has increased from thirty thousand to one hundred thousand tons, and a much larger amount is expected this year.

The colonial wool trade, say Messrs. Willans, Overbury & Co., shows that there exists a demand capable of absorbing on certain terms the present enormous supply. Still, it has been necessary to submit to a reduction in price even on the depressed rates of November and December, 1867. In the inferior sorts the terms obtained by the growers have, no doubt, in many instances been unremunerative; but some improvement has already been made, which is the more encouraging when regard is paid to the adverse course of business during the past two or three years. At the same time the purchases for the continent have been heavy throughout the past year. This result is observed to be the more remarkable when the enormous direct importation of River Plate wools, chiefly to Antwerp and Havre, is taken into account. It seems also that Australia has lately produced in the outlying districts more than can be sold to pay at present prices, and hence that some at least of the poorest and driest districts must sooner or later be abandoned, in which case a gradual recovery in prices may be confidently looked for.

Here we must stop for the present. There are many other important departments of trade which deserve examination, and require to be dealt with hereafter. One almost invariable conclusion can be drawn now—that, save where exceptional circumstances supervene, business on the whole has not been prosperous. A new year, however, has opened, and with it the anticipation is entertained that commerce will again revive. After so long a period of stagnation it seems hard that hope should again be deferred, and that for another year we should experience the long-drawn effects of the crisis of 1866.

HUDDERSFIELD.—T. STEVENSON, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from Huddersfield to the United States during the quarter ended this day.*

	£	s.	d.
Woolen goods.....	10,214	7	7
Woolen and cotton goods.....	1,329	8	6½
Cotton goods.....	12,207	5	1
Linen goods.....	1,606	3	6
Sundries.....	2,222	2	10
Total for quarter ended December 31, 1867.....	27,579	7	6½
Total for quarter ended September 30, 1868.....	87,201	2	5
Total for six months.....	114,780	9	11½

JANUARY 1, 1867.

I transmit herewith a tabular statement, showing the declared value and character of the goods shipped to the United States from Huddersfield during the quarter ended December 31, 1867. The declared value of such goods was £27,579 7s. 6½d., and for the corresponding quarter of 1866, £113,643 12s. 11d.

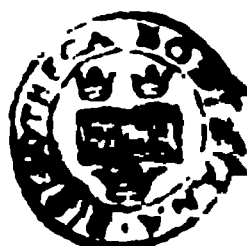
It will be seen that there has been a considerable decrease in the shipments to the United States during the quarter in comparison with the preceding one.

*Declared value of exports to the United States from Huddersfield.*

In 1864.....	£423,212
In 1865.....	327,834
In 1866.....	608,562
In 1867.....	227,332
In 1868.....	223,021

*Comparative statement, showing the exports from Huddersfield to the United States for the years ended December 31, 1867 and 1868, by quarters.*

	£	s.	d.
Quarter ended March 31, 1867.....	77,956	1	1½
Quarter ended March 31, 1868.....	61,583	18	6½
Quarter ended June 30, 1867.....	41,025	12	0½
Quarter ended June 30, 1868.....	31,132	1	11
Quarter ended September 30, 1867.....	80,771	7	8
Quarter ended September 30, 1868.....	87,211	2	5
Quarter ended December 31, 1867.....	27,579	7	6
Quarter ended December 31, 1868.....	43,094	9	5
Total for the year ended December 31, 1867.....	227,332	8	3
Total for the year ended December 31, 1868.....	223,021	12	3½
Decrease.....	4,300	15	11½



*Declared value of invoices verified at the consular agency at Huddersfield, during the year ended—*

	£	s.	d.
December 31, 1864.....	423,212	4	6½
December 31, 1865.....	448,812	8	3½
December 31, 1866.....	608,562	1	11½
December 31, 1867.....	227,332	8	3
December 31, 1868.....	223,021	12	3½

*Declared value of exports for the quarter ended December, 1868.*

	£	s.	d.
Woolen goods.....	20,014	0	5
Woolen and cotton goods.....	46	9	1
Cotton goods.....	1,640	3	0
Worsted goods.....	1,109	9	3
Mohair goods.....	3,985	9	6
Mohair and cotton goods.....	802	19	9
Linen goods.....	2,893	12	9
Miscellaneous goods.....	12,602	5	8
	43,094	9	5

NOTTINGHAM—F. G. RAWSON, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of exports from Nottingham to the United States during the quarter ended this day.*

	£	s.	d.
Salted skins.....	7,182	6	6
Lace.....	29,345	12	9
Earthenware.....	600	17	7
Elastic.....	15,242	7	1
Hosiery, lace and elastic.....	3,390	4	2
Hosiery.....	13,370	11	9½
Merchandise.....	4,499	3	1
Unbleached cotton, cotton yarn, and unbleached.....	2,980	6	10
Machinery.....	394	3	6
Sundries.....	151	17	6
Total for quarter ended December 31, 1867.....	77,157	10	9½

BRADFORD—J. L. RAYMOND, *Vice-Commercial Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States for the quarter ended this day.*

	£	s.	d.
Stuffs.....	189,015	0	6
Carpets.....	76,892	8	0
Iron.....	4,851	19	11
Machinery.....	3,366	15	9



	£	s.	d.
Moreens .....	1,640	17	7
Bagging .....	116	4	7
Cloth .....	639	7	3
Worsted goods .....	2,182	13	3
Yarns .....	1,734	19	4
Oil paintings .....	191	6	6
Wire .....	339	5	0
Total for quarter ended December 31, 1867 .....	280,970	17	8
Total for quarter ended March 31, 1868 .....	603,763	16	9
Total for quarter ended June 30, 1868 .....	487,049	13	2
Total for quarter ended September 30, 1868 .....	397,980	0	7
Grand total .....	1,769,764	8	2

*Statement showing the distribution by ports of the value of the principal exports from Bradford to the United States for the quarter ended December 31, 1868.*

Name of port.	October, 1868.			November, 1868.			December, 1868.			Total for the quarter.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
New York .....	111,986	9	9	83,871	6	0	95,795	9	0	291,653	4	9
Boston .....	26,922	1	8	37,008	6	2	49,560	17	8	113,491	5	6
San Francisco .....	5,636	13	9	4,231	2	2	7,491	4	7	17,359	0	6
Philadelphia .....	3,677	9	11	1,703	19	2	887	4	8	6,268	13	9
New Orleans .....	1,836	7	6	820	8	6	491	10	2	3,148	6	2
Providence .....	1,017	6	8							1,017	6	8
Portland .....				756	8	5	663	4	8	1,419	13	1
	151,076	9	3	128,391	10	5	154,889	10	9	434,357	10	5

*Comparative statement showing the description and distribution by ports of the various articles exported from Bradford to the United States during the three months of the quarter ended December 31, 1868.*

OCTOBER.	Stuff goods.			Carpets.			Iron-steel machinery.			Wool and yarn.			Miscellaneous.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
New York .....	79,476	16	6	31,182	11	3	28	1	0				1,299	1	0	111,986	9	9
Boston .....	26,075	3	5	714	15	9	201	1	0	931	1	6				27,922	1	8
Philadelphia .....	511	14	3	3,165	15	8										3,677	9	11
San Francisco .....	1,599	12	9	4,037	1	0										5,636	13	9
New Orleans .....	79	17	2	1,756	9	4										1,836	6	6
Providence .....							1,017	6	8							1,017	6	8
Total .....	107,743	4	1	40,856	13	0	1,246	8	8	931	1	6	1,299	1	0	152,676	8	3
NOVEMBER.																		
New York .....	53,857	8	8	25,120	17	3	4,893	0	6							83,871	6	5
Boston .....	34,375	4	3	69	13	0	519	9	0	2,043	19	11				37,008	6	2
Philadelphia .....	873	12	6	830	6	6										1,703	19	0
San Francisco .....	1,505	4	11	2,725	17	3										4,231	2	2
New Orleans .....	984	6	4													984	6	4
Portland .....				820	8	6										820	8	6
Total .....	91,595	16	8	29,567	2	6	5,412	9	6	2,043	19	11				128,619	8	7
DECEMBER.																		
New York .....	76,459	12	8	17,466	16	10	1,326	12	4	165	19	0	376	18	2	95,795	19	0
Boston .....	34,459	14	4	148	8	4	748	15	0	14,204	0	0				49,560	17	8
Philadelphia .....	887	4	8													887	4	8
San Francisco .....	4,935	13	2	2,555	11	5										7,491	4	7
New Orleans .....	123	4	8	368	5	6										491	10	2
Portland .....	663	4	8													663	4	8
Total .....	117,528	14	2	20,539	2	1	2,075	7	4	14,369	19	0	376	18	2	154,890	00	9
Total for the quarter .....	316,867	14	11	90,962	17	7	8,734	5	6	17,345	0	5	1,675	19	2	435,585	17	7

Comparative statement showing the description and value of goods exported from Bradford to the United States during the year 1868.

Description.	Quarter ended March 31, 1868.	Quarter ended June 30, 1868.	Quarter ended September 30, 1868.	Quarter ended December 31, 1868.	Total for 1868.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Stuff goods.....	482,101 14 0	358,687 3 0	775,131 0 10	316,272 16 3	1,932,192 14 1
Carpets .....	107,848 11 4	117,483 2 9	201,687 17 4	100,962 11 5	527,982 2 10
Iron-steel machinery	10,716 8 4	7,497 9 3	18,165 3 0	8,734 5 1	45,113 5 8
Wool and yarn .....	893 9 10	1,586 14 3	1,566 15 1	17,345 5 1	21,392 4 3
Miscellaneous .....	2,199 1 3	1,795 3 11	6,364 4 1	1,655 19 2	12,014 8 5
Total .....	603,759 4 9	487,049 13 2	1,002,915 0 4	444,970 17 0	2,538,694 15 3

FEBRUARY 26, 1869.

I have the honor to inclose herewith an annual report embracing statistical tables showing the trade of Bradford with the United States during 1868, and a general survey of the trade of this consular district during the same year.

THE TRADE OF BRADFORD AND VICINITY DURING THE YEAR 1868.

WOOL.

The year 1868 was a more than usually prosperous one for dealers in wool. The value of that commodity increased during the year from twenty to twenty-five per cent. There has been a good demand, and profits have been easily secured. At the begining of the year 1868 there was but a small stock of wool in store in Bradford, owing to the decline of the article in the latter part of 1867, when so constant was the decline that many merchants, having bought largely from time to time with heavy losses, withdrew from the market. At the close of January the trade in yarns began to revive, large orders to pour in, the manufactories again to be busy, and prices began steadily to advance. For three months the trade continued brisk and to increase in its activity. During the first five months of the year enormous quantities of wool changed hands, and the accumulations of the two previous years were, to a large extent, profitably worked off. Owing to an unusually fine season, too, the new wool began to come into market much earlier than ordinarily, and the farmers found it upon the market in large quantities. The quantity thus brought into competition naturally caused a reaction, in consequence of which the price of wool fell, by from 1*d.* to 2*d.* per pound during July and August. All the while a large yarn trade was doing, machinery was all employed, and spinners had large orders in advance. Vast as the quantity of wool was, purchasers came forward to secure at the cur-rant rates. The low rates of discount and plentifulness of money helped to this result. Another great advantage on the side of the wool buyers was the fineness of the growth of the wool, and the splendid condition in which it came to hand. The extreme heat and dryness of the sum-mer caused the wool to come forward in such condition as could not fail to prove, along with its comparatively low price, very tempting to buyers. As the autumn came on, and the large consumption still continued una-bated, the quantity of wool in the market was gradually absorbed, and very slowly rates hardened. The elections caused some little interrup-tion to business, but in the very face of them, considerable yarn orders arriving, an increase of demand arose, and an upward movement in price resulted; and the year closed with prices about equal to those of May,

and the promise of a good trade for the new year. At the end of 1867 the supply of wool had overtaken the demand. The reverse happened in 1868. Large as was the clip of 1868, the consumption of that year was larger. Again, the drought of last summer caused an almost entire failure of the turnip crop. The stock of winter keep is, therefore, in many cases, seriously diminished, and already many stock-keepers are at their wits' end how to keep their sheep alive. The fleece, under these circumstances, cannot fail, in many cases, to be both light and tender. During the autumn the lambs were sold off and prematurely slaughtered in immense numbers; in fact, so deficient in quantity is hogwort expected to be next clip, that many persons altogether decline to sell hogs at present prices. Taking all things into consideration, if no complications involving European war ensue, there will hardly be a lower range of prices in 1869 than obtained during the past year.

#### DOWN WOOLS.

The decrease in the production of this class continues. Prices have ruled tolerably steady during the year, the current prices being about equal to the highest point of May last. There has been a steady consumption through the year, and stocks are remarkably light.

#### MOHAIR.

This article has this year fully sustained its character for fickleness. At the commencement of the year prices were very depressed, ranging from 2s. to 2s. 5d. per pound. This soon, however, attracted the notice of the trade, and rather considerable operations took place at 2s. 3d. to 2s. 5d. per pound, and by the beginning of March had advanced to 2s. 8d. per pound; still advancing, 3s. 0½d. was touched by the middle of April. Prices now remained tolerably steady for two months, when the spinners having adapted the article to a purpose out of the usual channel, a large and excited demand sprung up again, and prices advanced to 3s. 6½d. by the middle of August, and ultimately reached 3s. 7d. Prices have ruled pretty steady at this quotation up to the present time. Imports have been very large, and as merchants are nearly cleaned out in London and Liverpool, it is fair to presume stocks in the consumers' hands to be somewhat considerable.

#### ALPACAS.

This, like the sister article, has fluctuated considerably during the year. In the early part of January prices were about thirty-five per cent. below the highest quotation in 1867, stocks both in Liverpool and on transit being large. During the month of February prices advanced to 2s. 7d., about 8,000 bales having been disposed of. In March a sale of about 1,200 bales was effected at 2s. 8d. In May about 3,500 ballats were sold, and prices had advanced to 3s. Further sales were also effected at this quotation between this time and the middle of August. Manufacturers now begin to complain of the unremunerative state of the alpaca trade. \* \* \* \* \*

For continental wools, Austrian, Hungarian, German, &c., the prices offering have been so low that very little has come forward, and the trade in these classes during the year has been very limited in extent. At late sales a great proportion of what was offered has been withdrawn, consignees having placed a higher limit than buyers have been willing to offer. In South American wools, such as Buenos Ayres, Entio Riosu,

&c., the trade has been very limited. These wools had obtained some hold in this market, but the very low price of colonial wools has almost driven them from this market during the last year.

#### COLONIAL WOOL.

The imports of these wools continued to increase. In 1868 they exceeded by 86,000 bales those of 1867. The quality and condition of the wool is deteriorating considerably. Inferior wool has gone off badly, and at the September sales realized ruinous prices. Good wool from its scarcity sold more freely, but at very low rates compared with prices for home-grown.

#### YARNS.

The yarn trade of 1867 was unprofitable and unsatisfactory to the spinners; on the contrary the year now closed, though marked by considerable fluctuations, has on the whole been encouraging, and those engaged in the trade will no doubt find a satisfactory result. The spinners will, to some extent, have recovered their losses of the preceding two years. This favorable year is attributable to a variety of causes: First, the unvarying cheapness of money during the whole year, and an absence of disturbing rumors from the continent. The high price of corn during the year 1867 contributed to curtail trade; so the fine and early harvest this year, with the consequent reduction in the price of corn, has tended to create an enlarged and more profitable business. At the commencement of the year, prices for grass yarn had receded to a point lower than had been known for several years past. 30s single, of which a large quantity is annually exported, could be purchased at 10s. 6d., and 40s at 8s. and two-fold yarn, though having participated in a similar reduction, had not declined to so low a figure. As the year progressed with advancing prices for wool, a corresponding rise in yarn resulted 40s and 30s, which were sold in January at 8s. 6d. and 10s. 6d., reached in April 11s. and 13s., at which prices large orders were given out for the continent. Spinners were so filled up with orders at this time that for some weeks they could not make offers, having sufficient to keep their machinery employed till autumn. In two-folds the demand was unexpectedly great, and prices advanced with still greater rapidity. These during the first four months of the year advanced from 10d. to 11d. per pound. The highest rates of the year were realized in May, at which time the best spinners of two-folds took orders which kept them employed till towards the end of October. These were for Russia and other continental markets. The quantity taken for these markets has been unprecedentedly large, thus having a great influence upon the yarn and wool trade. In summer a slight reaction set in, and prices then continued to decline till the early part of November, but during the latter half of that month the foreigners began to operate, which caused prices again to rally; and since that time orders have been placed at remunerative prices, which will keep export yarn-spinners fairly employed for two or three months into the new year. The inquiry still continues, and good spinners who have room on their order-books may easily have it filled up. For lasting warps a heavy trade has been done during the year, and the demand for them is still active at an advance of from 10d. to 1s. per pound on the current prices of January. Mohair yarns have experienced a still greater advance during the year, being at the rate of 1s. 6d. per pound. The demand recently has been largely on the increase.

and is still very heavy, and with the scarcity of the raw material, rates may be expected to harden. The home-trade spinners have not experienced a year equally as satisfactory as those engaged for the export trade. However, their trade has been steady. Like the export spinners, they are not without orders to go on with, and their prospects are far from being desponding. The success of last year's spinning operations, compared with the two preceding ones, has given much hope and courage to those engaged in the trade, who are evidently looking to the future with great confidence. That this is the case is evident from the fact of the best spinning-frame makers being full of orders for more machinery. The fear is that now they may extend too far, and thus increase the production beyond the legitimate demand; and by so doing they may at the same time enhance the price of wool and glut the yarn market. Guarding against these impending dangers with cheap bread and money, the spinner may confidently look forward for that success which his enterprise and industry have so long merited.

#### PIECES.

The year began with quiet markets; prices reached their lowest point about the end of January. In February prices shared to a certain degree the improvement which had already been manifest in the prices of wool and yarns. This improvement was fully maintained in April, while at the same time a great irregularity in quotations was observable. For some articles orders could be readily placed with hardly any advance, but orleans and all goods made of luster wool were ten per cent. dearer, and lastings, which cost 48s. in January, were sold at 63s. in the course of April. Large speculative orders had been given during the first three months at low prices, which rendered the merchants independent of the manufacturers, and while the latter continued very busy with old orders, very few new ones were offered at the advanced prices. In June, the prices demanded by the producers reached their highest point.

Coming to the more special features of the home trade, we have to record the absence of any great novelty in fabrics throughout the year, and a demand certainly not above the average. In plain colors there is no cloth to take the place of coburgs, and compete with French reps, poplins, and merinoes. Princess have been less in request, but their plaids appear to have been sold very largely, both for cloaks and dresses. The manufacture of these goods has been very large, and very lucrative within a less distance from Bradford than Bingley or Keighley, and there is no reason why the Bradford power-loom should not turn them out with greater speed and more regularity than either the hand-loom or the power-loom upon which they are at present woven.

The Bradford commerce embraces every year more branches, while the old ones are not suffering from this extension. The woollen trade with the continent is growing into high importance to Bradford, and bids fair in time to equal the amount of the export of worsted goods. The Board of Trade tables supply only data until the end of October, but if the two remaining months maintain the usual proportions to the rest of the year, the ten months' returns give us a sufficiently clear insight into the state of the foreign trade. The amount of foreign wool retained for home consumption has remained the same as that of the previous year, about one hundred and forty-three million pounds; but foreign woollen yarns imported have increased from four million seven hundred thousand pounds to seven million two hundred thousand pounds. On the



other hand, the exports of worsted and woolen yarns have increased from short of thirty-two million pounds to nearly thirty-seven million pounds. The exports of worsted goods has slightly surpassed in amount that of 1867, being £11,253,519, against £10,695,674. The woolen trade has suffered a great diminution from the amount of 1867, and still more from 1866. In 1866 it amounted £6,900,000; fell in 1867 to £6,500,000 and was only £5,000,000 in 1868. But to return the exports in worsted to Germany, Belgium, and Holland, which can hardly be separated from each other on account of many goods for the former country passing through the two latter, have again maintained their old position as the most steady and important customers of Bradford. The exports to Germany and Belgium were greater than ever before, and while they were short of £4,000,000 in 1867, they are nearly £4,900,000 in 1868. The trade with France has decreased from £1,123,900 to £1,000,000 in piece goods, but increased from £425,000 to £810,000 in yarns, while the woolen trade to that country has dwindled down from £1,400,000 to £320,000 on the other hand, carpets and druggets have increased from £430,000 to £815,000. The exports to the United States show a slight improvement as compared with 1867, viz: £2,384,000 to £2,074,000. The next important market—China—has suffered from a complication of evils which have even now not ceased to operate, and therefore shipments of worsteds have been short of former years. They amounted to £1,224,000 in 1867 and £785,000 in 1868. In woolens there is a slight increase from £177,000 to £212,500.

*Statement showing the amount and destination of the goods exported to the United States from Bradford and vicinity during the three months of the quarter ended September 30, 1868.*

Destination.	July, 1868.			August, 1868.			September, 1868.			Total.	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.
New York .....	271,567	14	6	275,855	7	10	242,391	6	7	729,814	8
Boston .....	56,341	17	8	65,755	13	8	54,194	14	7	176,292	5
San Francisco .....	744	2	4	2,508	13	0	3,232	2	11	13,184	18
Philadelphia .....	4,276	12	5	6,380	1	1	4,685	5	7	15,341	19
Baltimore .....	821	0	6	897	4	3	1,368	13	2	3,086	14
New Orleans .....	471	0	4	1,111	1	4	691	13	2	2,273	14
Portland .....	1,094	16	7							1,094	16
Providence .....							1,826	2	8	1,826	2
Total .....	342,017	4	4	352,508	1	2	308,389	14	10	1,002,915	0

*Statement showing the description and value of the merchandise exported to the United States from Bradford during the three months of the quarter ended September 30, 1868.*

Description of merchandise.	July, 1868.			August, 1868.			September, 1868.			Total.	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.
Stuff goods .....	304,449	0	10	315,141	5	10	250,670	14	11	870,261	1
Carpets .....	34,052	11	9	33,236	11	0	48,229	0	8	115,518	3
Machinery .....	929	0	10	2,558	7	2	3,708	11	7	7,195	19
Iron and steel .....	1,143	10	11	883	0	4	4,614	2	8	6,640	13
Yarn .....	1,402	15	10	526	16	6				1,929	12
Papers .....	40	4	2							40	4
Oil-cloths .....							436	7	4	436	7
Chemicals .....							398	10	10	398	10
Umbrellas .....							245	10	0	245	10
Cards .....				162	0	4				162	0
Worsted .....							86	16	10	86	16
Total .....	342,017	4	4	352,508	1	2	308,389	14	10	1,002,915	0

## GENERAL REMARKS.

I find Bradford a flourishing and rapidly growing town, consisting in its thirteen townships of something more than one hundred and sixty thousand inhabitants. It is described as a "market and union town, municipal and parliamentary borough, and railway station, rural deanery in the archdeaconry of Craven, diocese of Ripon, and province of York." It is the principal seat in England of the stuffs and worsted trade; the principal product being alpaca stuffs. Its principal trade is with the United States, exporting to our country, as is seen by the foregoing tables, something over £1,000,000 sterling in goods per quarter, and thus yielding to the United States revenue at least \$—— in gold. The town is beautifully situated in a ravine at the junction of three picturesque valleys formed by lofty, verdant, sloping hills, on one of the branches of the historic river Aire. It is about the center of that great commercial belt or zone which in this latitude crosses England, embracing the great manufacturing district which begins at Liverpool and extends to some distance east of Leeds. This zone is fairly crowded with towns, filled with lofty chimneys and immense forges; and as one passes from Liverpool to Leeds he emerges from one manufacturing town into another almost without interruption, and sees on every side of him the thick clouds of smoke which announce the vast extent of the production of this part of England. Bradford is two hundred miles northwest of London, eight northeast from Halifax, ten southwest from Leeds, thirty-four from York, and thirty-five from Manchester. From a distance, Bradford has a very striking appearance; the greater portion of it is situated on the surrounding slopes, rising gradually to a great height. Great improvements have recently been made by tearing down the narrow streets of the old town, and making wide and spacious thoroughfares, while the modern houses are built mostly of stone quarried in the immediate neighborhood, and the environs abound with handsome, and even stately residences. Although Bradford is really one of the oldest towns in the United Kingdom, it has only been known as a thriving commercial center within a century. It began to be known in this respect about 1773, when the neighboring manufacturers for the first time exhibited their samples in an inn. At that time, only about three thousand pieces were sold in Bradford, whereas now a single firm disposes of more than that amount. The first Bradford mill commenced operations in 1798 with an engine of fifteen horse power. The rapid improvements in machinery were quickly felt here, however, and in 1819 the horse-power of the engines used, was 495, while in 1841 it had risen to 2,058. There were but few resident merchants in Bradford until after 1824; since then merchants have flocked to it from Manchester and Leeds, as well as from the United States, Holland, and Germany. The principal goods exported from Bradford and its vicinity to the United States are stuff fabrics, worsteds, carpets, and machinery for manufactories. In a future report I propose to describe these more specifically, classify them, and state their range of prices.

Bradford returns two members to Parliament under the new reform bill, and became an incorporated town in 1847. The town government consists of a mayor, fourteen alderman, and forty-two councillors. The citizens vote for borough members of Parliament, as well as for county members representing the West Riding or York line. The market days are Monday and Thursday, the last being the principal market day. Bradford is well supplied with corn, cattle, and all kinds of provisions. Here is a well-endowed grammar school, and there are many other insti-

tutions of education in the town and its vicinity. Bradford is connected by rail with all the principal English towns: with London by two direct lines—the great northern and midland; with Leeds, Liverpool, Lancaster, Manchester, York, and Glasgow and Edinburgh. Bradford possesses one morning and one evening newspaper, and four well-conducted weeklies, all liberal in politics. The charities of the town and public associations are numerous. There are agricultural, horticultural, mechanical, and benevolent societies; a general infirmary and dispensary; an eye and ear hospital, a hospital for the blind, and very liberal provisions for the poor, who in the manufacturing towns of England are unhappily numerous, and when poor, desperately so.

The public sentiment of Bradford is very advanced; it is one of the most progressive places in England. The prevailing politics are of that “radical” type represented in England by John Bright. It is much more like an American town, with its bustling activity, its readiness to adopt improvements, its thrift and independence, and its business zeal, than the more southern and less manufacturing English towns. The commercial relations of Bradford with the United States are manifestly becoming every year more extensive and important. With a town tariff the business would very quickly become much larger, and this effect will doubtless follow as soon as affairs in the United States become more settled.

SCOTLAND.

ABERDEEN.—ALEX. BRAND, *Consular Agent*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this consular district to the United States for the quarter ended this day.*

	£	s.	d.
Paper.....	1,999	14	9
Canvas.....	1,261	10	10
Granite.....	1,573	6	11
Agua.....	545	19	9
Photographic views.....	72	4	0
Total for quarter ended December 31, 1867.....	5,452	15	3
Total for quarter ended March 31, 1868.....	2,105	0	2
Total for quarter ended June 30, 1868.....	4,074	2	10
Total for quarter ended September 30, 1868.....	5,173	11	11
Grand total.....	16,805	8	2

DUNDEE.—J. SMITH, *Consul*.

*Statement showing the exports from this consular district to the United States for the year ending September 30, 1868.*

Quarter ended—	Value of exports for 1866 and 1867.	Value of exports for 1867 and 1868.	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December 31.....	356,298 18 ½	271,019 9 7	.....	85,279 8 5½
March 31.....	255,074 7 10½	216,548 12 9	.....	38,525 15 ½
June 30.....	211,928 6 9	197,099 9 8	.....	14,828 17 1
September 30 .....	248,725 9 2	282,741 18 1	14,015 8 11	.....
	1,072,027 1 10	947,409 10 1	14,015 8 11	138,634 0 8

	£	s.	d.
Total exports 1866 and 1867 as above .....	1, 072, 027	1	10
Total exports 1867 and 1868 as above .....	947, 409	10	1
Showing a total decrease of .....	124, 617	11	9

Statement showing the description, quantity, and value of imports in American vessels at Dundee for the year ended September 30, 1868.

Number of vessels.	Tonnage.	Where from.	Description.	Quantity.	Value.
1 ship.....	1, 045	Callao.....	Guano .....	1, 872 tons.	£22, 464
1 bark.....	922. 52	Callao.....	Guano .....	1, 345 tons.	16, 140
3	1, 967. 52				38, 604

The former vessel left with a cargo of coals (1,763 tons, value £886 10s. 1d.) for Bombay, and the latter left in ballast to load at Shields.

LEITH.—J. S. FISKE, Consul.

MARCH 31, 1868.

Statement showing the description and value of the exports from this consular district to the United States during the quarter ended this day.

	£	s.	d.
Linens.....	68, 754	9	7½
Alces.....	6, 095	19	8
Books.....	2, 085	7	7
Gelatine.....	1, 317	3	6
Paper.....			
Sundries.....	2, 125	17	2
Total for quarter ended March 31, 1868.....	80, 378	17	6½
Total for quarter ended June 30, 1868.....	86, 682	12	6
Total for quarter ended September 30, 1868.....	119, 656	8	6
Total for quarter ended December 31, 1868.....	100, 573	9	7
Grand total.....	387, 291	12	1½
Total exports of 1866.....	404, 103	4	10
Total exports of 1867.....	385, 756	10	7
Total exports of 1868.....	387, 291	12	1

The exports of 1868 are £1,535 1s. 6d. in excess of those of 1867, and are £16,811 12s. 8d. less than those of 1866.

THE INDUSTRIES OF SCOTLAND.

INTRODUCTORY.

One of the most interesting chapters in the history of Britain is that which records the industrial progress of the country—the development of arts, manufactures, and commerce, and the influence of these on the social condition of the people. During the present century this progress has been marvellous, and the inventions that have chiefly contributed thereto are among the noblest fruits of human ingenuity. Steam navigation, railways, and the electric telegraph, have sprung into existence since the century began, and have given an impetus to civilization and commerce such as the world never before saw. While wars and rumors of wars have wasted the resources and energies, and distracted the attention of our greatest rivals in the arts of peace, we, blessed by many years of quiet at home, have gone steadily forward ; and though latterly it has come to

be hinted that our competitors are rapidly overtaking, if not surpassing, us in some respects, it is shown that, by providing more largely for the technical or industrial education of the working classes, any danger of our leading place among the nations being usurped may be removed; and steps are now being taken towards that end. In the general prosperity and progress of the country, Scotland has had a large share. Many of the most important inventions and discoveries in science and art have been made by Scotsmen; and Scotch manufacturers and merchants have always been distinguished by enterprise and shrewdness. Not long after the union, the people of Scotland turned increased attention to industrial pursuits, and to developing the natural resources of the country. Since then, the stimulus of success has never been wanting, and in the markets of the world Scotch productions have rarely failed to acquire a good reputation. As many of our readers are directly interested in the industries of the country, we propose in a series of papers to give some account of the rise, progress, and present position of these; and we commence by enumerating a few of the more important sources of national wealth which will fail to be noticed.

In the natural order of things, agriculture would claim the first place in our programme; but the achievements of the Scotch agriculturist—who is second to none—are so well known, his operations so well understood, and the social condition of his workers has been so frequently discussed, that it would be superfluous to include the subject in our scheme. The branches of industry of which we intend to give some account may be embraced under the headings of mining, manufacturing, and fishing; and in this order they will be taken up.

As being the most important sources of national wealth and prosperity in the present time, coal and iron claim precedence in any record of our industrial progress. No country in the world possesses so large a supply of these minerals in proportion to superficial area as Scotland, and in none are they situated more conveniently. Lead and copper are also to be met with in no inconsiderable quantity; and though gold and silver are not abundant, they are still to be found, and at various times have received attention from the miner. Shale, a material which a few years ago was regarded as waste—and worse, because its excavation was necessary in some cases in order to get coal and iron—has been found to contain chemical substances of great value, the extraction of which has of late given greatly increased employment to capital and labor. The mountains which raise their bare and rugged peaks in the northern counties have also been made to contribute to the wealth of the nation. Granite quarried from their sides finds a ready market for building, paving, and ornamental purposes. Of rare minerals, an extensive variety is to be found; and the lapidary works some of these into articles of jewelry, which have come much into fashion at home and abroad. In various quarters marble is obtained, and some of the varieties are much prized for ornamental purposes. Limestone abounds in many quarters, and in Caithness and Forfarshire there are extensive beds of pavement, from which supplies are obtained for London, Edinburgh, and other large towns.

The steam-engines and machinery made in Scotch foundries have acquired a good name. All the work of this kind is remarkable for soundness of material and beauty of finish, and the market for it is world-wide. The same may be said of the ships built by Scotch firms. Before iron came into general use as a material for building ships Messrs. Hall, of Aberdeen, had constructed a fleet of wood-built clippers which, for strength, speed, and beauty, were unrivaled; and when the change came, the Clyde builders stepped in, and have succeeded in retaining for Scotland the laurels won by Messrs. Hall. It is no unwarranted boast to say that the finest mercantile vessels afloat have been built on the Clyde. The fleet of blockade-runners turned out during the American war proved the capabilities of the western ship-builders in the construction of steamers; and the performances of the Clyde-built China clippers have confirmed their reputation in producing sailing vessels of unequalled speed. Second only to the Clyde builders are those of Aberdeen and Dundee. For articles in cast-iron, Carron many years ago won a reputation which, notwithstanding many competitors, it still maintains. Among other manufactures in metal may be mentioned type-founding, which has been carried to great perfection in Edinburgh.

The manufacture of cotton and linen was early introduced, and has assumed important dimensions. Glasgow is the chief seat of the cotton trade, and Dundee of linen—but both trades are carried on extensively in several other places. Aberdeen has many years been engaged in the cloth trade, and its winceys are very popular for winter dresses. The towns situated on the Tweed and its tributaries devote their attention to the production of the class of soft goods, known by the local name of “Tweed,” which of late years has to a considerable extent supplanted English broadcloth as a material for male attire. The looms of Paisley are famous in shawl making; Kilbarnock has a well-established name for its carpets; and Kirkcaldy possesses one of the most extensive floor-cloth factories in Britain. Paper making is extensively carried on in the neighborhood of Edinburgh and Aberdeen. There are several large glass works in Edinburgh, Leith, and Glasgow; and some of the manufacturers are acquiring a reputation for engraved glass. Indeed, specimens of the work of an Edinburgh firm, shown at the



Paris exhibition, attracted considerable attention among connoisseurs. There are extensive potteries at Glasgow, Kirkcaldy, and Portobello; but only the common sorts of ware are produced, many circumstances preventing competition with the old established English and continental potteries in the production of porcelain of an artistic kind. In the manufacture—and consumption—of whisky Scotland has a world-wide reputation, and our breweries are famous for ale. It would not do to omit these interesting products from our programme; for, besides giving employment to a large number of people, they contribute largely to the nation's wealth and comfort. Of miscellaneous trades and manufactures, the following, among others, will be noticed: printing and engraving; working in wood, leather, lead, copper, &c.; sugar refining, paraffine distilling, slate quarrying, rope and sail making, and net weaving. The introduction of machinery, the vagaries of fashion, and other causes, have combined to exterminate some branches of industry which once had a stronghold in Scotland; and some of these will be touched upon in passing.

Thus far we shall have to deal with what we may call the internal resources and industries of the country; but there lies round the shores of Scotland, and in her many estuaries, a source of wealth as important perhaps as any of those we have enumerated. The inhabitants of the coast have from time immemorial devoted attention to fishing, and for a century at least that branch of industry has afforded profitable employment to many thousands of persons. This important occupation has large claims upon attention, and will be treated of in due course.

In describing the state and progress of the material wealth of Scotland, it will naturally fall to us to dwell a little upon the habits and social condition of the workmen; and, in so doing, we believe much that is valuable and curious will come to light. The great branches of industry have attached to them classes of workmen who differ widely from one another. In some cases the difference is so wide that they appear not so much classes of the same people as total aliens from each other in manners and almost in language. Thus, for example, it will be seen that the life of the miner—not merely when at work—is totally dissimilar to that of the other laboring classes; that he does not mingle with the artisans, the agriculturists, or the navvies in his neighborhood; that he rarely intermarries with their relatives; that his wages are regulated by different rules or customs; and that even his amusements are not the same. In the case of several other lines of industry which we intend to review, other and as striking peculiarities will be disclosed. And thus we shall incidentally, and with no controversial object in view, make manifest the shallowness and erroneousness of viewing the whole laboring class as one composite community, and of reasoning on that mistaken supposition. This review will of course afford hints to those who speculate on the use to which the electoral franchise is likely to be turned by those who are about to receive it; and in order that these hints may be more numerous and more to the point, some notice will be taken of the state of education among the industrial orders. Another point to which attention will be turned is the rate of wages. It will appear from the figures to be cited how liable to deception are general calculations on this subject. Often in the same trade, and at places not far distant from each other, different rates of wages prevail. The wages, moreover, are not always paid in the same way. In some cases they are paid entirely in money; in others, they are paid partly in money, partly in house accommodation, or in other privileges. The questions that are agitated regarding the improvement of the working classes in comfort, and ease, and intelligence, will also be glanced at; and for that purpose we shall keep in view the sanitary changes having their origin in legislation or in public opinion.

Here, then, is a wide field for inquiry, and one that will require much labor to work up; but the task is readily undertaken in the hope that the information we may be able to give will be both useful and interesting to our readers. Every endeavor will be made to attain accuracy, and already we have promise of valuable assistance in the mining and manufacturing centers.

## COAL MINING.

### EARLY HISTORY OF COAL—OBJECTIONS TO ITS BEING USED AS FUEL—FIRST ATTEMPTS AT MINING—SLAVERY IN THE MINES.

When it is considered how much the manufacturing interests of the country and many of the comforts of life depend upon coal, it becomes easy to understand the anxiety evinced by political economists as to the results that may follow the exhaustion of the supply of that material. From coal we derive the force which turns the mill, propels the steamboat, draws the railway train, and performs a thousand other offices tending to economize time, lessen labor, and increase and multiply our enjoyments; and even a temporary stoppage of the supply would be one of the greatest calamities that could befall us at the present time. It is within a comparatively recent period in the history of the country, however, that coal has risen into importance. Its existence and combustible qualities were known in very early times; but beyond being regarded as a

curiosity, no attention seems to have been paid to it; and up till about six centuries ago, no attempt had been made to use it as fuel. The earliest documents in which it is mentioned are "The Saxon Chronicle of Peterborough," written in the year 852, and Bishop Pndsey's "Boldon Book," dated 1180. Newcastle coal is first alluded to in a charter granted to the inhabitants of the town in 1234, conferring the right to dig the mineral. The first mention of coal in Scotland is found in a charter granted in 1291 to the abbot and convent of Dunfermline, conferring the privilege of digging coal in the lands of Pittenerieff; but the first workers of the mineral are supposed to have been the monks of Newbattle abbey. A vein of coal which crops out on the bank of the Esk was worked by the latter, not as a mine, but in the fashion of a quarry. Though the monks appreciated the value of coal thus early, it does not seem to have found favor with the people generally until several centuries afterwards. Wood and peat were the materials commonly used as fuel, and in the houses of the wealthier classes charcoal was burned. It was only when wood began to get scarce, and, as a consequence, went up in price, that attention was turned to the "black stones;" but such was the prejudice against them on account of the disagreeable smoke they gave out, that those who were disposed to give them a fair trial met with opposition on all hands. In the beginning of the fourteenth century, the London brewers and smiths, finding the high price of wood pressing hardly upon their returns, resolved to make some experiments with coal; but immediately an outcry was raised against them by persons living near the breweries and forges, the King was petitioned, and a law was passed prohibiting the burning of coal within the city. Those who had tried it, however, found the new fuel to be so much superior to wood that they persisted in its use. But so determined were the government to suppress what was regarded as an intolerable nuisance, that a law was passed making the burning of coal in London a capital offense; and it is recorded that one man at least was executed under that law. As a contrast to these facts, we may here mention that the London of the present day consumes annually between six and seven million tons of the once despised and rejected mineral. It would appear that the ladies were most bitterly opposed to the use of coal for domestic purposes. They considered the smoke to be ruinous to their complexions, and would not attend parties at houses in which the objectionable fuel was used. Some persons went the length of refusing to eat food of any kind that had been cooked on a coal fire. In the account of Scotland given by Eneas Sylvius, who visited the country in the fourteenth century, it is stated that the poor people who begged at the church doors received for alms "pieces of stone, with which they went away quite contented." "This species of stone," he adds, "whether with sulphur or whatever inflammable substance it may be impregnated, they burn in place of wood." A description of Scotland, written in the beginning of the sixteenth century, says: "There are black stones also digged out of the ground, which are very good for firing; and such is their intolerable heat, that they resolve and melt iron, and therefore are very profitable for smiths and such artificers as deal with other metals." The popular prejudice against coal, and the want of appliances for digging it out of the earth, combined to prevent its coming into general use as a substitute for wood and turf until about the close of the sixteenth century, when it is recorded that "the use of coal beginneth to grow from the forge into the kitchen and halle." In the early part of last century, coal was suddenly raised into importance by the invention of the steam engine; and since then it has been one of the most valuable agents in the spreading of civilization, and in promoting the welfare of mankind.

The history of coal mining, like that of most other industrial pursuits, is chiefly a record of experiments, disappointments, and ultimate successes—a steady contest with difficulties, and a gradual improvement of appliances to overcome these. The first gatherers of coal would find the work easy enough, as they doubtless confined their attention to the outcroppings in river banks and gorges. It would not be until coal began to grow in popular favor, and the superficial supplies became exhausted, that real difficulties would be encountered.

The first step in the direction of mining was the driving of tunnels into the coal seams, but these were rendered dangerous by accumulation of foul air, as well as by the want of mechanical skill in the workers to protect themselves from the masses of superincumbent strata that were constantly falling. Where the seams dipped downward, water accumulated, and no little labor was expended in bailing out the workings, or in the formation of draining levels where these were practicable. The remains of some of the levels in the earliest known collieries show them to have been of vast extent, and their construction with the only appliances then in use must have been a most arduous undertaking. After the mode of working the coal by means of shafts descending to the seams was adopted, various contrivances for raising the coal and keeping the pits clear of water came into use. In some cases, both coal and water were drawn up by a winch wrought by men; in others, horse-gins were employed for hoisting the coal, and chain-and-bucket engines for the water; while in a few instances the elevating power was derived from common water-wheels. The hydraulic engine was introduced into England in 1680, and into Scotland in 1762. Few of those early pits were carried beyond a

depth of twenty or thirty fathoms; but even at that depth the difficulty of working them was enormous. Though the steam engine had come to be used extensively at the English collieries for a number of years previously, it was not introduced into Scotland until 1792, in which year an engine was set up at a colliery in New Monkland. All the collieries are now wrought by steam power, and recently this agent has been applied to machinery for excavating the coal.

As the depth of the pits was increased by the miners seeking out and working lower seams of coal, what was considered to be an almost insurmountable difficulty arose. There were no means of ventilating the mines, and the accumulations of gas became so troublesome as to cause operations to be suspended altogether in many cases, after immense cost had been incurred in sinking shafts to the lower seams. The want of ventilation, while attended by great danger to the workmen, threatened ruin to the coal proprietors, and the prospect was anything but cheering as to the future of the coal fields. But emergencies of this kind have rarely occurred without bringing to the front some person fitted to cope with them, and so in this case a genius was not wanting. A working smith, employed at one of the Durham collieries, having observed that the fire in his forge caused a strong current of air to rush in, bethought him that he would rid the mines of foul air if he could succeed in causing a draft in them by means of a fire. The first experiments were conducted in this way: A cylindrical stove about three feet long and two feet in diameter was filled with burning coal and lowered half way down one of the shafts of a mine. Immediately there was a rush of air up that shaft and down the other, and the result was considered to be highly satisfactory. As the works advanced to some distance from the bottom of the shaft, however, it was found that the gas again accumulated, and it became necessary to adopt some contrivance for drawing off the gas and injecting fresh air into the workings. A large furnace was constructed at the mouth of the shaft, and wooden pipes leading to the furnace were laid through the workings. The furnace drew its sole supply of air from these pipes, and this, of course, caused a rush of fresh air down the shaft and to all the points to which the pipes extended. This plan, adopted in 1760, was considered to be most effective, and again the works were pushed forward for a time. Like other inventions which had been regarded as perfect in their time, however, the pipe system of ventilation came to be looked upon as not being quite so efficient after all, and other plans were proposed. We shall not follow these; but in a subsequent paper, while describing one of the most extensive collieries in Scotland, shall give an account of the mode of ventilation at present in use.

The lot of the early miners and coal-bearers in Scotland was rendered hard enough by their having to work in the face of many dangers and difficulties, to the removal of which science had not then been applied; but their condition was made more wretched by a system of bondage or serfdom. On entering a coal mine the workers became bound to labor therein during their whole lifetime; and in the case of sale or alienation of the ground on which a colliery was situated, the right to their services passed to the purchaser without any special grant or agreement. The sons of the collier could not follow any occupation save that of their father, and could labor only in the mine to which they were held to be attached by birth. Tramps and vagabonds, who were not sufficiently wicked to deserve hanging, and on whom prison accommodation would only be wasted, were sometimes consigned by the lords of justiciary to lifelong service in the collieries and salteries. Every man thus disposed of had riveted on his neck a collar, on which was engraved the name of the person to whom he was gifted, together with the date. The collar was intended as a check upon deserters; and constables were highly rewarded when they brought back a fugitive. A collar of the kind referred to may be seen in the Edinburgh Antiquarian Museum.

Though serfdom had a considerable time previously died out, so far as all other classes of workers were concerned, colliers and salters were not liberated until towards the close of last century; and the custom of celebrating the anniversary of their emancipation has not yet died out. The act which set them free was passed on the 23d of May, 1775, and was entitled "An act for altering, explaining, and amending several acts of Parliament of Scotland, respecting colliers, coal-bearers, and salters, &c." The preamble and headings of the act will show its purport. These were as follows:

"Whereas many colliers, coal-bearers, and salters in Scotland are in a state of slavery or bondage, bound to the collieries and salt works, where they work for life, and are sold with the mines: Be it enacted that—

"1. No person shall be bound to work in them in any way different from common laborers.

"2. It shall be lawful for the owners and lessees of collieries and salt works to take apprentices for the legal term in Scotland.

"3. All persons under a given age, now employed in them, to be free after a given day.

"4. Others of a given age not to be free till they have instructed an apprentice."

Up till the year 1843 children of tender years and women were employed to do under ground work in the coal mines of Scotland, as well as in those of England. An inquiry

into the condition of children employed in factories revealed the existence of a system of mismanagement and mercenary cruelty which excited considerable surprise and indignation; and a law was passed to put an end to the evil. Attention was then drawn to the condition of children in other employments, and Lord Ashley procured the appointment of commissioners for inquiring into the employment of children generally. In investigating the state of matters existing in mines and collieries the commissioners found that, while the case of the children was extremely bad, that of the women similarly employed was no less pitiable. The report presented to Parliament by the commissioners excited a thrill of horror all over the country, and led to the speedy passing of a measure—brought into the House of Commons by Lord Ashley (now Earl of Shaftesbury) on the 7th of June—prohibiting the employment of boys under the age of ten years, limiting the period of apprenticeship, and putting a stop to the employment of women. From the report of the commissioners it would appear that the condition of the women and children employed in the east of Scotland collieries was as bad as existed anywhere. Many children five or six years of age were employed. In the west of Scotland the youngest children in the pits were eight years old; but in some of the English pits infants of four years were to be found. In the east of Scotland pits women were generally employed, but in the west they were rarely met with. Before winding apparatus came into use the labor assigned to these women and children was to carry the coal on their backs from the place where it was excavated to the pit mouth. The journey along the pit-bottom was bad enough, but the ascent of the wet and slimy wood stairs leading up the shaft was extremely difficult and perilous, and accidents were of daily occurrence. The weight of coal carried on each journey by some of the women was four and a half hundred-weight. After the application of machinery to draw up the coal the women and children were solely occupied in dragging the coal from the place where the miners were at work to the bottom of the shaft. The coal was drawn in “hurleys” over the rough roads by means of the “girdle and chain:” that is, a girdle passed round the waist, having attached to it a chain which passes under the legs and is fastened to the cart. This mode of harnessing is not yet extinct, but it is used by boys and lads more fitted for the work than were the puny children and wretched girls who were formerly employed. Regarding the places in which those poor creatures had to work, the report stated that, “in the east of Scotland, where the side roads do not exceed from twenty-two to twenty-eight inches in height, the working places are sometimes one hundred and two hundred yards distant from the main road; so that females have to crawl backwards and forwards with their small carts in seams in many cases not exceeding twenty-two to twenty-eight inches in height. The whole of these places it appears are in a most deplorable state as to ventilation. The evidence of their sufferings, as given by the young people and the old colliers themselves, is absolutely hideous.” On the main roads of some pits the coal was carried on the backs of girls and women; and in one of the pits a sub-commissioner found a girl only six years old carrying half a hundred weight of coal, and making fourteen journeys a day, each journey being equal to ascending to the top of St. Paul’s Cathedral. The evidence as to the moral degradation of the women was shocking in the extreme; and on all sides the necessity for abolishing the employment of female in the pits was forcibly urged. One old Scotchwoman, Isabel Hogg, said to the commissioners: “You must just tell the Queen Victoria that we are quiet, loyal subjects women people here don’t mind work, but they object to horse-work; and that she would have the blessing of all the Scotch coal-women if she would get them out of the pits and send them to other labor.” Not only was the work degrading and severe, and carried on under circumstances the most adverse to personal comfort, but the hours of labor were long and irregular. In this latter respect the collieries of the east of Scotland were again pointed to as a shameful example. In them the labor was often continued on alternate days at least fifteen and even eighteen hours out of the twenty-four. One girl, seventeen years of age, said: “I have repeatedly wrought the twenty-four hours; and after two hours of rest and my pease soup have returned to the pit and worked other twelve hours.” The labor was generally uninterrupted by any regular time set apart for rest or refreshment; what food was taken in the pit being eaten as best might while the work went on. In a number of Scotch pits females and children have never been employed; and before the passing of Lord Ashley’s bill some of the coal proprietors into whose pits such labor had been introduced had given orders for its exclusion. The change was not altogether satisfactory to those affected by it, as one of its results was a serious reduction in the family earnings. By laying down rails and introducing other improvements the men and boys were enabled to earn more money and the ultimate result was a very marked amendment in the moral and social condition of the mining communities.

The following “rules and regulations of the great seam pit-bottom at Newbottle colliery,” in force at the beginning of the present century, throws some light on the manners of the miners and female coal-bearers, and their mode of working at that period. We copy the document as it stands on the official books of the colliery:

“1st. It is agreed amongst the men that all Disputes and controversies arising in the



pit Bottom shall be Decided by 2 men who shall be chosen as commites, whos Determination shall be finiel and binding on all parties.

"2nd. It is agried that every Birer shall keep her own Border or Lair. Whoever shall inchroch on ther nebhaur property, so as to rise any desturbance, the commities shall be sent for, & the man or woman that is fownd in the wrong shall be find of 1s. for every transgison of this kind not to be forgivin.

"3l. Be it liquis agried that every man shall have his own fair and regular turn of tubs riding; and if any man or woman shall take ther nebhaur turn by force or frawd or strength against their nebhaur, will the person that took ther los the tub sent up, it not being ther own fair turn.

"4th. But as the coal is so varible in its nature that sune may have coals in the morning, others not till afternoon, them that has them in morning must set them away for to serve the saile; but when ther nebhaur who was behind in the morning & gets his coal through the day he must get up his turns that he was behind.

"5th. As it is a prevailing custom amang Birers to curse and swear, and call others vile and scandles reproachfull names without a caus, the person so offending shall be find of 1s. starling for every offence of this kind not to be forgiven.

"6th. And if it can be proven that the pit-botom man dos not pay due attention to these reglations, through fear of sune and through favor to others, he shall be find of — starling; and he is not keep the gen [gin horse] stabled upon any account.

"7th. It is agried that if any collier or Birer shall Break any of the above reglations, and rise a desturbance to that degrie of passion that the Lift ther hand and strik ther nebhaur with ther hand, or foot, or stick, or stou, or coal, or any other thing that can hurt or egure one another, the person so offending shall pay 5s. of a fine not to be forgiven; and lastly, al those fines to be lifted from the coal greve by the commities on that day the offence is committed, and to be kept of the offending person on ther pay day."

#### THE SCOTCH COAL-FIELDS—VISIT TO A COLLIERY—DESCENT INTO A PIT—THE MINERS AT WORK.

The carboniferous system of Scotland has received considerable attention from geologists, and its nature and extent have been frequently described. Though fragmentary strata of coal occur in the Western Islands and at one or two other points, the great coal-fields occupy a well-defined position extending across the country in the line of the valleys of the Forth and Clyde; and their superficial area is calculated to be about one thousand seven hundred and fifty square miles, or one-seventeenth part of the surface of Scotland. The uppermost of the coal strata is found at Fisherrow, and between it and the old red sandstone, which forms the floor of the coal formation, there are three hundred and thirty-seven alternations of strata, having a thickness in the aggregate of five thousand feet. In the thickest part there are sixty-two seams of coal, counting the double seams as one, and about one-half of these are workable. The depth of strata at Musselburgh is, however, exceptional; and the average depth is estimated to be about three thousand feet, of which the coal seams occupy one hundred and twenty-six feet. The thickest bed of coal in the Lothians field is thirteen feet; but at Johnstone, in Renfrewshire, there is a seam one hundred feet in thickness. This latter owes its extraordinary bulk to the overlapping of the coal strata during some great convulsion in the locality. The most important of the coal-fields is the Clydesdale, on which one-half of the entire number of collieries in Scotland are situated. Thirteen counties lie over or touch upon the coal-fields, and of these Lanarkshire has by far the largest share of the store. Judging from the number of collieries possessed by each, Ayrshire, Fifeshire, and Stirlingshire come next in order. In nearly all the counties, more or less valuable beds of ironstone, shale, and limestone are intermixed with the coal. The Scotch cannel or parrot coals are very valuable on account of the high proportion of gas and oil which they yield. The Boghead variety gives one hundred and twenty gallons of crude burning oil, or fifteen thousand cubic feet of gas, per ton; and the brown Methil ninety gallons of oil, or ten thousand cubic feet of gas, per ton. In the Edinburgh Industrial Museum there is a collection of specimens of the different kinds of coal found in Scotland and elsewhere, together with the tools used in mining. The cannel coal found at Wemyss, Fifeshire, is carved into various articles of a useful and ornamental character—such as picture-frames, inkstands, brooches, &c.—and a table formed of it is exhibited in the museum.

The deepest coal pit in Scotland is, we believe, at Nitshill, in Renfrewshire, and the most extensive individual colliery, while at the same time one of the deepest, is Mr. Dixon's Shawfield pit at Govan. The deepest in the eastern district is the Emily pit at Arncliffe, belonging to Mr. Christie, who is one of the most extensive coalmasters in Scotland. It is one hundred and sixty fathoms in depth—fifteen less than the Nitshill pit—and the fittings are among the heaviest in Scotland. As this is a well-appointed colliery, and one which displays the two modes of working coal, we shall give an account of a visit which, by the courtesy of the lessee, we were permitted to pay it. The col-



liery is situated near the line of the North British railway about a mile north from Gorebridge station, and has three working shafts at present—the above or deepest descending to what is known as the “splint” seam, at a depth of one hundred and twenty-five fathoms, and to the “parrot” seam, thirty-five fathoms further down. The rise and dip shafts are about seven hundred and thirty yards apart; but the workings with which they communicate open into each other. After the accident at the Hartley pit, a few years ago, it was made compulsory to have two shafts for each colliery; but the Arniston colliery and many others in Scotland were long before that time furnished with two outlets.

Before proceeding to visit the pit we acted upon good counsel and donned a capacious suit of pilot cloth, which, though of most uncouth cut, proved to be quite an aristocratic costume when brought into contrast with the habiliments of the dusky fellows below. Under the guidance of an intelligent young Englishman connected with the colliery, we first inspected the above-ground fittings of the Emily pit. These consist of a large engine-room, containing the winding engines. The drums of these engines, on which the rope is wound, are ten feet in diameter, and fitted with a powerful brake, which insures the greatest safety and nicety in raising and lowering the cages in the shaft. The rope to which the cages are attached is one and a half inch in diameter and composed of wire. It passes over a pair of immense pulleys fixed about thirty-six feet above the pit mouth, and is thence led on to the drums of the winding engines in the engine-room. This apparatus is the most important connected with a colliery, and its management requires extreme care. Connected with the winding drums is an index which shows the exact position or progress of the cage in the shaft, and by watching this the engine man can stop the cage within an inch of any desired point; and he is able to deposit it on the pit bottom so gently that those who occupy it are unconscious of its having come to a stop, and that, too, after it has passed through the shaft at a rate of something like twenty-five miles an hour. Close by the winding-engine room is an apartment containing the pumping-engine—a ponderous piece of mechanism erected over the compartment of the shaft which contains the pumps. This engine is four hundred horse-power nominally. The cylinder is eighty inches in diameter, and the piston has a twelve-feet stroke. The cylinder is placed in an inverted position over the pit, and the piston-rods, of which there are two, are directly connected with the pump-rods. There are five columns of pumps, the one discharging into the other, the internal diameter of which increases from twelve inches at the pit bottom to seventeen inches at the top. Though the pumps discharge thirty-nine thousand gallons of water per hour from the bottom of the pit, they have to be kept going almost incessantly in order to keep the pit clear. With reference to the pumps, a curious fact, illustrating the extent of one of the difficulties with which miners have to contend, may be mentioned. When the pit is working at full power, thirty tons of material are put out per hour; while the quantity of water that has to be raised in the same time would weigh one hundred and seventy-four tons. In addition to the winding and pumping engines, there are a donkey-engine for feeding the boilers, and a steam-crane for hoisting out the pumps when repairs are necessary. The crane is fitted with a wire rope, capable of bearing a strain of forty tons. The steam for the engines is generated in six immense boilers. Immediately adjoining are extensive workshops for engineers, smiths, and carpenters, a large number of whom are employed in keeping the working gear of the colliery in order. At the time of our visit the engineers were busy with the construction of a steam-engine and winding apparatus for superseding the use of horses in drawing coal to the pit bottom.

The inspection of the machinery and workshops having been concluded, we ascended to the elevated bank or platform which surrounds the mouth of the shaft; and, while waiting the arrival of lamps to light us through the pit, had an opportunity of seeing how the coal was brought out. The shape of the shaft is an oblong square, with the sides bulged out a little. It measures fifteen feet one way and nine the other, and is divided into three equal compartments, in two of which the cages are wrought, while the pumps are inclosed in the third. The cages are simply composed of an iron framework floored with wood, and having a sheet-iron roof of semi-circular form. Each cage is sufficiently large to admit of two rolleys or “tubs” being brought up at a time; and the winding-gear is so adjusted that while one cage is ascending the other is descending. The cages travel from bottom to top of the shaft in thirty seconds when laden with coal, but when the freight is a living one the speed is considerably reduced. As we stood and watched the cages emerge alternately, slimy and dripping as if they came from the depths of some subterranean lake, our intention to descend into the dark abyss threatened to evaporate. But before a resolution to defer the venture was formed, our guide appeared with a lighted lamp in each hand, and, with a reassuring smile, invited us to step into the cage. The invitation was accepted, but not without a certain feeling of dread, as the “situation” brought vividly to mind the recollection of many a catastrophe that had befallen persons making a journey similar to that on which we had now entered, although, we believe, no accident has ever occurred at this pit from breakage of ropes. Men who work in or about coal mines may make light of the

perils which surround them; but outsiders, when descending a shaft for the first time, generally experience a very keen sense of danger. When we had entered the cage, and had received a few words of instruction as to holding on and keeping steady, the word "right" was passed. The first motion of the cage was upwards for a few inches, to relieve the self-acting stoppers on which the cage rested at the mouth of the shaft. Then the engine was reversed and we were off. A feeling of giddiness was experienced as the cage glided down, steadily, swiftly, and almost noiselessly; but this disappeared ere half the distance to the pit bottom had been accomplished. The daylight did not accompany us far, and the black and oozy walls of the shaft absorbed so much of the light of the lamps, that we were left in almost total darkness. Suddenly something rushed past and excited a current of air which nearly extinguished our feeble illuminators. It was the ascending cage; we had now got half-way down, and were some distance under the sea-level. As we sped downwards, the walls of the shaft became very wet, and big drops of water pattered upon the iron canopy overhead, while showers of spray entered the cage on all sides. Gradually the fall of water increased. The drops had grown to streams, and the spray to little jets, when we became conscious of a slackening of the speed of the cage. Simultaneously with this, our ears caught a confused sound of voices, and in another moment we had alighted. The first objects that met our eyes were a number of men engaged in various ways about a train of "tubs" which had just been brought forward from the workings. The besmudged countenances of the men, seen imperfectly by the light of the lamps which they carried on their foreheads, well accorded with the surrounding blackness and gloom. The fellows were cheerful withal, and set about their work with a will—laughing, "chaffing," and singing, in defiance of the depressing influences around them. A number of horses are employed in the pit to draw the "tubs" on the main roads, and are lodged in a stable near the bottom of the shaft. The animals do not seem to suffer any bad effect from confinement in the pit, being as sleek and well conditioned as those of their kind who are privileged to roam in green pastures and bask in the sunshine. The roadways are arched over with brick for some distance, but the roof beyond consists of rock. The main roads have been excavated to a height sufficient to allow the horses to pass; but the branch roads are no higher than the thickness of the coal seam, which is about three feet. The seam is the most valuable in the field, as it contains the "parrot" or gas coal. The latter is found in a layer, varying from eight to nine inches in thickness, inclined between two layers of good household coal, each of which is about a foot thick. Though we were now nearly a thousand feet beneath the surface of the earth, and more than half that depth below the level of the sea, the air was fresh and the temperature summer-like, and we were assured that all through the twenty miles of roads and passages in the pit it was the same. We did not advance into the workings here, as a better opportunity for seeing the miners at work would be afforded in the "Kailblades" seam, in order to reach which the Emily shaft had to be ascended, and a descent made by another a few hundred yards distant; for though, as already stated, there is underground communication between the shafts, the passage from the one seam to the other may be made more readily and comfortably by the "overland route."

Springing through the rushing shower of big water-drops which came from the shaft, we were once more in the cage; and signals having been duly exchanged by the man at the pit-bottom and the engineman, we began to ascend slowly, according to pre-arrangement, in order that a view might be obtained of the pumps and the entrances into the various seams that have been opened in the pit. When the cage had ascended above the denser portion of the shaft drippings, a hasty peep upward was ventured upon. A speck of light no bigger than might be covered by one's hand was all that was visible: even the huge cable from which we swung was lost to view in the distance. After a few brief pauses, for the purposes above stated, we rapidly glided into daylight. Inspired with confidence by what had been already accomplished, the descent of the other shaft was made without any very decided apprehension of danger. This time we had to go down about ninety fathoms only, and into a region almost entirely free from water. There were no horses in this seam, the drawing, or rather "putting" of the coal being done by boys or lads. Passing the group of men employed at the pit bottom, we advanced into the workings, preceded by our guide, who endeavored to beguile the way by explaining the formation of the coal strata, the face of which glistened on one side of our path, a roughly built stone wall forming the other. "So toilsome was the road to trace," however, that neither geological nor statistical gossip served long to divert attention from its disagreeableness and terrors. Our path—a main roadway be it recollected—was about four feet in width, and barely so much in height. The bottom of it was laid with a line of rails, and the space between the rails was wet and muddy. Overhead, ugly rents yawned, and fragments of rock protruded in a most threatening way. In order to protect the head from knocks and the feet from stumbling, a sharp look-out had to be kept above and below. Progress was frequently interrupted by the passing of coal-laden rolleys, which were pushed along the rails by lads carrying a light on their foreheads; and an occasional pause was made to take advantage of some gaps in the roof, which permitted us to obtain some rest by standing erect

Roads branched off to right and left at intervals, and the openings of certain of them were provided with doors, to shut which after passing is an imperative rule of the pit. The purpose of these doors is to guide the air-current on its way through the workings, and neglect in attending to them would destroy the ventilation of the mine. At certain points the air-current could be heard sighing along the galleries, or whistling through the chinks of the doors; and so strong was it at times, that great care was required to keep the lamps alight. Knowing that by this time muscles unaccustomed to such difficult pedestrianism would be wearied and sore, our guide hailed a passing "putter," into whose "tub" we were right glad to take a seat, and complete the remainder of the journey by rail. On and on we whirled through the terrible gloom, assured that we had not far to go, but without seeing any sign to indicate that the desired goal—the "face" at which the miners were at work—was near. By-and-by a confused noise began to break on the ear, and a look ahead revealed a number of lights flickering and moving about as mysteriously as wills-o'-the-wisp. Human voices pitched to the lowest notes could then be distinguished amid a chorus of dull thuds; and a few yards further on our carriage was brought to a stand; we had reached the "face." There, in a series of recesses branching off the road to the left, were the miners, who, in going to and from their work, have to traverse the path we had just passed over. Entering one of the recesses, technically known as a "room," we had a closer view of the miner and his mode of working. The dimensions of the room would be about twelve feet wide by twenty long, and the height from floor to ceiling was exactly three feet. The miner, after cutting a deep niche along the lower part of the seam, commenced to cut two perpendicular slits about six feet apart. After he had reached a certain depth, the coal began to crack, and in a moment or two the mass, detached by its own weight, fell and broke up into fragments with a noise resembling the breaking of a wave on a pebbly beach. The coal in this seam was soft, and neither gunpowder nor wedges were required, as in some cases, to bring it down. The work, nevertheless, was very hard and very irksome, though we were told it was mere child's play when compared with the labor of excavating the "low seams," the depth of which is only from twenty-two to twenty-four inches. In a three-foot seam, the miner can kneel while working; but in thin seams, he has to lie at length on his side, and, if there is any water, it pours down on him continuously. As the coal is broken away from the face, it is shovelled aside and committed to the care of the "putter," who fills it into his "tub" and wheels it along to the pit bottom. This is very severe toil for boys but those engaged in it looked stout and healthy, and appeared to be in nowise discontented with their lot.

While seated on the floor of this room, we were favored with an explanation of the two systems of working coal, both of which are followed in the Arniston colliery. The systems are respectively designated "stoop-and-room" and "long wall." It is a matter of great importance that the miner should be able to extract as much as possible of the coal in the various seams; and to enable him to do that, various plans have been proposed and tried; but of these only the two we have named have come into favor. The "stoop-and-room" system, which was followed in the part of the pit in which we were seated, consists in driving passages or "rooms" through the coal, leaving "stoops" or pillars of coal between, of sufficient strength to support the roof. These rooms are from twelve to twenty feet wide, and the pillars or "stoops" ten to twenty yards square. The pillars are allowed to remain until the limit of the seam is reached, when the miners turn back and work away the pillars, using wood props to prevent the roof from falling. This is the most precarious part of the miner's work and requires the exercise of great skill and care to prevent accidents. After a certain proportion of the pillars have been removed, the wood props are taken out and the superincumbent strata is allowed to settle down. The operation of removing the props has to be performed with great caution, and is only intrusted to picked men. The noise made by the beds of rock as they break down, is described as being peculiar and terrific. Not more than one-tenth of the coal is lost by this method, whereas by the plan pursued in early times only one-half was got out. The "long wall" system is considered by mining engineers to be the most advantageous, as it permits of the coal to be wrought out thoroughly at once. According to that plan, the miners work along a continuous face of the seam, cutting out the coal completely, and allowing the roof to settle as they advance, care being taken to preserve roads by throwing up parallel lines of stone and waste, and using wood props occasionally. As the roof collapses, it is blasted down in the roads to keep them sufficiently high for the loaded tubs to pass through. This mode of working is not so perilous as it appears to inexperienced persons, for the roof does not fall at once. It subsides gradually, and if the miners advance at a steady rate, they can calculate on being from fifty to eighty yards in front of the place when the roof comes into contact with the floor. Both systems are liable to considerable modification, but the above is a rough statement of their chief features.

Another dismal and spine-racking journey brought us to the distrtmenhof ect i which is wrought on the "long wall" system. The strata in the pit, it may be mentioned here, lies at about an angle of about  $20^{\circ}$  to the horizon, and the miners work

upwards on this slope. The "long wall" workings have been carried forward to a considerable distance from the main road, and, in order to reach the face, we had to go through one of the narrow roads kept open amid the fallen rocks by means of the protection walls already referred to. As the immense weight of the stone overhead had crushed the walls considerably, and had thrown them down in some places, the original dimensions of the tunnel were much reduced, and the average height and width was less than three feet. It was necessary at some parts to travel on "all fours," a mode of progression rendered very disagreeable by a thick layer of finely pulverized coal that covered the pavement. There are a number of similar roads in the pit, and it is through them that the coal is brought from the "face" to the main roads. The "putter" fills the coal into a box mounted like a sledge on iron-shod slides; and as the slope of the road is more than sufficient to cause the sledge to descend of its own accord, he has to seize it by the front, and, walking backward, guide it through the tunnel, and prevent it from traveling too rapidly. After emptying the coal into a rolley, he has to get into harness, and drag the sledge up to the "face" again. There are no rails in these narrow roads, and that makes the work very severe and hazardous. At intervals, self-acting inclines have been formed. These are laid with a double line of rails, and by means of a drum and tackle, the "tubs" are let down and pulled up with very little labor—the full ones in their descent causing the empty ones to ascend.

We next visited the air furnace. This is an immense brick structure, communicating with a shaft extending to the surface of the earth. A huge fire is kept almost constantly burning in the furnace, which causes a strong rush of air from the workings. Before the air, entering by the working shaft, can reach the furnace, it has to traverse every part of the mine, and this accounts for the pureness of the atmosphere in even the remotest nooks. The gas given off by the coal is diluted and rendered harmless by the current of fresh air; and were it not for the particles of coal which fly off at every stroke of the pick, the atmosphere in which the miners work would be as pure as that breathed by the most favorably situated workmen above ground.

The miners enter the pit between five and six o'clock in the morning; but before they do so, an inspection of the workings is made by the "viewer," in order to ascertain the state of the ventilation. They remain in the pit until two in the afternoon, the eight hours' spell of work being relieved by a brief interval for breakfast. As this pit is free from fire-damp, naked lights are used. These consist of very small tin lamps of the simplest construction. The flame is fed with tallow instead of oil, as the former gives off less smoke than the latter. Very little trouble is required to keep the lamps in trim, and though the light appears dim to unaccustomed eyes, the miners find it sufficient for their purpose. When the miners stop work, another class of men enter the pit: these are the "redmen" and "brushers," whose duty it is to examine and repair the roads, remove any stones that may have fallen, and see that the roof is secure throughout the workings. About five hundred men and boys are employed in and about the Arniston and other pits leased by Mr. Christie. In addition to the pits visited, there are five others in operation, and a sixth is being sunk. At all the pits, we understand, the same disproportion exists between the quantity of coal and water raised. Having gleaned the information and experience above recorded, and satisfied to the utmost a feeling of curiosity as to the nature of the miner's occupation, we set out for the pit bottom, and in due time emerged into the sunshine.

**PERILS OF THE PITS—SOCIAL CONDITION OF THE MINERS—THEIR EARNINGS, STRIKES, AND UNIONS—THE HOUSES IN WHICH THEY LIVE—THE MEANS PROVIDED FOR EDUCATING THEIR CHILDREN.**

The miner's avocation is a very perilous one. From the moment he sets his foot in the cage to descend to his work he is in constant danger of a violent death, or of injury that will render life a burden to him. The winding-gear may give way, and dash his body into fragments on the pit bottom; or, if he arrive safe at the "face," a mass of rock may descend from the treacherous roof, and crush out his life. He is in danger of being suffocated by foul air, and of being scorched to death by the ignition of the fearful fire-damp. These and other risks he has to encounter daily; and when he is deposited safe at bank after his toil is over, one may fancy that, if he has any feeling at all, it is something akin to that of the soldier who at the close of a battle finds his head upon his shoulders and his limbs unfractured. The mining statistics for 1866 show that in the collieries of England, Wales, and Scotland, no fewer than 1,484 lives were in that year lost by accident. The total number of miners employed was 320,663; so that one person was killed out of every 216 employed. The year was an unusually fatal one, however, the explosions at the Oaks and Talk-o'-the-Hill collieries—the one involving a loss of 361 lives, and the other of 91 lives—having occurred during its course. In 1865 the number of lives lost was 984, or 500 fewer than in 1866. In proportion to the quantity of coal raised in Scotland, the loss of life is considerably less than in England or Wales. The total quantity of coal raised in Britain in 1866 was 100,722, 821 tons; and as the number of lives lost was 1,484, we find that one life



was sacrificed for every 67,877 tons of coal. In Scotland, 12,034,638 tons were raised and 77 lives lost; so that for each person killed, 161,252 tons were got. For the purposes of the Mines Inspection Act, Scotland is divided into two districts. The eastern district includes the Lothians, Fifeshire, Clackmannanshire, Kinross-shire, part of Perthshire, the eastern division of Stirlingshire, and the upper division of Lanarkshire. The western district embraces the lower division of Lanarkshire, the western division of Stirlingshire, and the counties of Ayr, Dumbarton, Renfrew, Dumfries, and Argyle. The proportion of lives lost to the quantity of coal raised in the year 1866 in Scotland was—

	No. of miners.	Tons of coal raised.	Lives lost.	Tons of coal per life lost.	No. of collieries.
Eastern district.....	21,200	6,100,000	32	190,625	254
Western district .....	20,046	5,934,638	45	131,860	218
Totals.....	41,246	12,034,638	77	161,252	472

The difference in favor of the Scotch mines is owing in great part to their comparative freedom from fire-damp. Of the deaths in Scotland, seven only (or nine per cent.) are attributed to the explosion of that dangerous gas; while in England about 45 per cent. of the deaths last year were caused by it, and in the preceding year about 18 per cent. The 77 deaths in Scotch mines are thus classified: By explosions, 7; falls of coal and roof, 38; in shafts, 21; miscellaneous, 7; above ground, 4. The ages of the persons killed ranged from 13 to 70 years; and though the cause of death in most cases was such that no care or foresight could avert it, yet it is evident that in several instances death was the result of neglecting the most ordinary precautions for insuring safety. Previous to the passing of the Mines and Collieries Act, which came into operation in 1843, and made it illegal to intrust the winding machinery to any person under fifteen years of age, it was no unusual thing to find the engines in charge of mere children—boys of twelve, eleven, and even nine years; and many lives were lost in consequence. During the inquiry which was instituted before the passing of the act referred to, the chief constable of Oldham stated that he was not aware of a single case in which children were not employed as engineers. He mentioned a case in which four boys were killed in consequence of the neglect of an engineer nine years of age, who, while the engine was winding up his companions, was attracted from his post by a mouse on the hearth. By the statute of 1861, at every colliery there must be established certain general rules to be observed by the owner and agent, and also special rules for the conduct and guidance of the person acting in the management of such colliery, and of all persons employed in and about the same, as under the particular circumstances of such colliery may appear best calculated to prevent dangerous accidents. These general and special rules, and improved machinery, have gone far to lessen the fatality of the mines; but the perils of those who work in them must always be great.

The miner holds an humble position in the industrial ranks. His occupation does not require much skill, nor has it any tendency to incite him to intellectual pursuits. Where his own interests are not directly concerned, he rarely intrudes; and the great body of society beyond the coal-fields would become almost unconscious of his existence, had it not an occasional reminder in the records of the terrible disasters which sometimes overtake him. His intercourse with the rest of mankind is limited, and often the circle of his intimate acquaintance does not extend beyond the little community attached to the pit in which he works. His occupation is peculiar, and quite distinct from that of any other class of workmen, one of its effects being the creation in him of a desire for exciting recreations; and the means taken to gratify that desire have something to do with the low position that he occupies in the social scale. He long had an unhappy notoriety—of which he has not yet got completely rid—for drinking, poaching, and other irregularities; and his neighbors of other occupations were prone to regard him as a rough sort of fellow. Even when he lived in a town he failed somehow to get absorbed into the great industrial body. Within late years, however, a change has been coming over him, and his old manners and habits are yielding to the influence of education. Still, there appears to be a want of sympathy between him and the mason, the carpenter, the tailor, the shoemaker, and such like; and they rarely associate. Were a man's social position to be regulated by the amount of his earnings, the miner would stand above a large proportion of the working classes; but he appears to be indifferent to rank, provided he is allowed to enjoy life according to his own notions. It is but ninety years since he was a slave, or, strictly speaking, only sixty-eight years, because the act of 1775 was hampered with restrictions which prevented him from obtaining full freedom, and his emancipation was only completed in 1799, when a new act was passed; and it was not until a considerable



time after he was set free that he began to raise himself in the social scale. Indeed, the work of reformation can scarcely be said to have begun until the passing of Lord Ashley's bill in 1843 for the abolition of female labor in the pits. It is not to be wondered, then, that traces of old habits, superstitions, and prejudices are still discernible, especially among the aged people. The rapid development of the coal and iron trades in the west of Scotland led to an immense influx of Irish laborers between 1830 and 1850; and as they were generally very ignorant, they retarded for a time the general progress of improvement. The liberality, however, of the employers, in establishing schools at every colliery, is daily effecting a change; and with the advent of another generation, the traces of degradation will probably disappear, and there is evidence to lead to the hope that the miner will come to occupy a much improved position in society. In the Lothians, where the relations between master and servant have been little disturbed by strikes or fluctuations in trade, the miners are superior in every respect to the same class in Lanarkshire and the west of Scotland generally; and the same may be said of the Fife men. This arises chiefly from the fact that, while the eastern miners are almost without exception Scotsmen, whose forefathers for several generations have followed the same avocation in the same locality, a great proportion of those in the west are Irishmen, mostly of a very rough type.

As a rule, the sons of miners follow the occupation of their fathers, and commence to work when they reach twelve years of age, by which time they are now fairly proficient in reading, writing, and arithmetic. After they commence to work, however, they are encouraged to make further progress in education; and for that purpose evening classes are taught at most of the schools. The period of apprenticeship is four years, and the father and sons generally work in partnership. The daughters of the miners find employment on the farms, or at the brickyards and factories in the vicinity of their homes, and an increasing proportion of them go into domestic service. The sons live under the parental roof until they reach eighteen or twenty years of age, when they take wives and commence housekeeping for themselves. Intermarriage with members of other classes was formerly a thing almost unknown; but now such marriages are not unfrequent in certain districts. Ignorance of domestic economy, and a want of care for domestic comfort on the part of their wives, have been the means of keeping back many a well-disposed man among the miners; but now that women who have had some experience of domestic service are to be had for wives, a better state of things is beginning to prevail.

The wages of miners, which are paid according to piecework, vary considerably in different districts, and are liable to considerable fluctuations. In some cases the quantity of coal a man may put out in a day is limited by mutual consent, or in accordance with a rule of the Union; in others, the working hours are limited, each man being allowed to put out as much as he can in a stated time; and, again, there are collieries at which there is no limitation as to time or quantity. Exactly a century ago the wages paid to the men, all serfs, who wrought at Newbattle colliery were as follows: grieve, seven shillings per week; oversman, ten shillings; banksman, six shillings seven and a half pence; bottom-man, six shillings seven and a half pence; miners, from seven shillings to eight shillings and fourpence. The miners wrought with candles in those days, and these were supplied without charge. The average wage at the same colliery is at present four shillings and sixpence per day. What a miner gets for his labor cannot always be stated in shillings and pence, however, as he sometimes enjoys special advantages in the way of a free house, cheap education for his children, and the like. Thus, the average wage at Dalkeith colliery is three shillings and sixpence per day, but the miners are provided with good houses rent-free, and have in addition other privileges. In the east of Scotland wages have not fluctuated so much as in other quarters. An understanding seems to prevail between the men and their employers which allows the work to go on steadily, no matter what the state of the coal market may be. In 1851 the average wage of miners in Scotland, according to a statement published by a Glasgow firm, was two shillings and sixpence per day; in 1854 it was five shillings. A gradual fall then took place; and in 1858 the average wage was three shillings, below which sum it has not fallen, the figures for the six succeeding years being respectively three shillings and sixpence, three shillings and sixpence, four shillings, four shillings and sixpence, five shillings and sixpence, and four shillings and ninepence. From these sums, about threepence per day falls to be deducted for light, sharpening tools, &c. The wages are paid fortnightly, and that period embraces ten working days in some districts and eleven in others. When a boy of twelve years enters a coal-pit, he is attached to his father or some other man, and becomes what is known technically as a "quarter-man." The miner with whom he works is entitled to put out one-fourth more coal than if he wrought without assistance: and from the price he received for this extra quantity he pays the boy, whose duty it is to fill the coal into the "tubs" and convey it to the pit bottom. At fourteen, the boy becomes a "half-man;" at sixteen, a "three-quarter-man;" and at eighteen, he assumes the title of miner, performs a man's work, and draws a man's pay. When the boy ranks as a "quarter-man," he usually receives one shilling per day; when a

"half-man," two shillings; and when a "three-quarter-man," three shillings. These rates are, however, subject to variation according to the amount of wages received by the men. From this it will be seen that, when the miner's family includes two or three sons able to go into the pits, the total earnings must amount to a handsome sum.

As a class, the miners could afford to live very comfortably; but the great body of them have yet to acquire provident habits. They are to a large extent victims of the pass-book system, and are rarely out of debt to the provision-dealer; while many of them draw their wages in advance, thereby incurring considerable loss, in the shape of a heavy percentage which is charged by some of the employers. It will scarcely be credited, but it is a fact, that many coalmasters in Lanarkshire take most unmerciful advantage of the improvident habits of the poor collier, by charging five per cent. for all money uplifted between pay-days. Thus: if it is uplifted the day after the pay, five per cent., or one hundred and twenty-five per cent. per annum, is charged; if it is uplifted only two days before it is due, the same five per cent., or nine hundred per cent. per annum is charged. This is a crying shame. If the masters who do this (some of them under pretense of discouraging the practice) were to establish savings banks among their men, they would soon enable them to save as much as would carry them from one pay day to the next. It is needless to say that the practice has a demoralizing tendency. Very few of the miners are to be found on the savings banks books; but numerous friendly and benefit societies exist among them. The advantages of such societies seem to be fully appreciated, though the treasurers have not always been faithful. A friendly society has been in existence at Easthouses—a colliery village belonging to the Marquis of Lothian—since 1816; and as the system of payments in connection with it is the same in most similar societies, we shall state it briefly. The terms of admission are as follows: For persons from two to twelve years of age, one shilling; from twelve to sixteen, two shillings; from sixteen to twenty, four shillings; from twenty to twenty-five, six shillings and sixpence; from twenty-five to thirty, ten shillings; from thirty to thirty-four, twelve shillings and sixpence; from thirty-four to thirty-six, fourteen shillings. The allowance granted to members in distress is as follows: tenpence per day, or five shillings per week, for the first thirteen weeks; sixpence per day, or three shillings per week, for the next thirteen weeks; and threepence per day, or one shilling and sixpence per week, as long as they may be unable to work. Half-members receive, for the first thirteen weeks, fivepence per day, or two shillings and sixpence per week; for the next thirteen weeks, threepence per day, or one shilling and sixpence per week; and three-halfpence per day, or ninepence per week, as long as they are unable to work.

Co-operative stores have been opened at several places; but, except in a few cases, the success of these is yet doubtful. A number of miners in the west of Scotland are connected with the Free Colliers' and Free Gardeners' Lodges. In some parts, so-called yearly or half-yearly benefit societies are got up by small tradesmen, who collect the fees from members on every pay-day, undertaking, of course, to give a certain amount of sick or funeral money when such is needed. On the average, a very small sum is required to meet such contingencies. Instead, however, as in ordinary cases, of dividing the balance of the funds among the members, the promoter of the society compels them to take goods from him to the amount of their respective dividends, reserving to himself, of course, a certain sum in consideration of his trouble and risk. When the miner and his wife, excited by the jingle of money in their pockets at the fortnight's end, drop into the shops of the promoters of such societies, there is generally not much difficulty in prevailing upon them to join; but the wary keep aloof. At a number of collieries and iron works in the west, stores are kept by the proprietors, from which the men are required—or at least expected, which is pretty much the same thing—to purchase all their provisions, &c. It has been found difficult to legislate for the suppression of such stores, and the matter is at present left to be dealt with according to the ideas of fair play and liberty which exist among the owners of them. The Truck act was aimed at their extermination, but the spirit of the act is evaded, while its letter is complied with. In the report made in 1860 by a committee of the Social Science Association on trades' societies and strikes, the following statement on the truck system is given by the representative of the Scottish Miners' Association:

"Of the mining counties in Scotland, there is in Clackmannan no truck shop; in Mid and East Lothians one; in Fifeshire three; in Shropshire a few; in Renfrewshire they are beginning to be established. In Linlithgowshire there is a truck shop to nearly every colliery. The truck shops provide all articles of subsistence and clothing, with one exception, drink. The Truck act renders it necessary for the masters to have a separate pay office. But this office they take care shall be close to the truck shop; sometimes it is separated only by a partition. They pay the men at the long interval of a fortnight, or even of a month, and in the meantime allow them upon application subsistence money from day to day, or even on the half day. This subsistence money the miner is practically compelled by penalties to carry to the truck shop; for, if not,

the subsistence allowance is stopped, and he must wait for his pay till the end of the fortnight or month, or he is shifted to a less favorable part of the mine, or he is altogether dismissed. Dismissal has indeed become more common under the new system of employment, which has substituted for a contract of fourteen days a contract terminable at a day's notice. To such an extent is truck carried, that, even if the truck shop has not in store the articles required, the miner is not supplied with cash, which he might lay out where he would, but with tokens which certain shopkeepers in the town will recognize, and on receiving them supply articles to the extent of the value of the tokens. These tokens, however, have afterwards to be returned by the shopkeepers to the truck shop to be exchanged into cash, and the rate of exchange is a deduction of three shillings in every twenty shillings in favor of the truck shop. This loss, amounting to fifteen per cent., the shopkeeper has of course taken care has already fallen upon the miner."

In the main, the above statement still holds good; but we learn that some employers have shown that in establishing stores at their works they have no selfish motive, since they supply a quality of goods superior to what can be obtained for the same money at the village shops in their neighborhood, while the workmen are left quite free to choose where or how they shall spend their money.

As already stated, the relations between the east of Scotland miners and their employers have been little disturbed by disputes as to work or wages. In the west the case has been quite different, strikes being of very frequent occurrence; and it is remarkable that all the strikes have been for wages—none of them to get rid of any grievance in respect of bad management or bad ventilation. In 1832 the Lanarkshire miners were out on strike for four months; and, instead of getting the advance they demanded, had to return to work for less wages than they had when they went out. Three years afterwards the first Union of the Scotch miners was established. In 1837 a reduction was made from five shillings to four shillings in the daily wages of the miners, and a general strike took place. Four months of idleness and privation were spent without result; the Union was dissolved, and the men returned to work at their former rate of wages. Wages gradually declined, until in 1842 they reached so low as two shillings and sixpence, and even one shilling and eightpence per day. The Union was then resuscitated, and the men went out on strike. An increased demand for coal and iron sprang up in the mean time, and prices advanced to such an extent that the masters were enabled to grant to the miners an advance of from one shilling to two shillings and sixpence per day. During the strike, affairs in Lanarkshire wore such a threatening appearance that a military force was held in readiness at Coatbridge. After this success the Union was again allowed to decline; and in the course of two years wages had again undergone a considerable reduction. The Union never was once more applied, with apparent success, for at the end of three months the masters yielded; but it was evident that the men could not have held out much longer, for they had only wrought a few weeks at the advanced rate when the masters, who found that the prices they were receiving would not enable them to pay their men so much, intimated that a reduction was to be made to the previous rate, and to this the men submitted quietly. In 1847 there was a great strike, in which the men, after standing out fourteen weeks for five shillings a day for the "darg," or minimum quantity of coal put out daily, accepted the masters' terms of three shillings a day, and in a few weeks afterwards even submitted to a reduction to two shillings a day. In 1852 the Scottish Miners' Association was formed, "for the protection of miners' rights and privileges, by providing funds for the support of members out of work." The association is composed of local societies, each holding its own money, and remitting only what may be required to cover the necessary expenses of the general association. The entry money is sixpence, and each member has to contribute one penny per week for the purposes of the society. There is a central board, consisting of three persons, who summon a conference of delegates from district societies when any matter of general interest comes up for consideration. A year after the association was established, another strike for an advance of wages took place. But some of the men considered that they had endured quite enough of needless privation on previous occasions, and refused to join in this contest. They were accordingly subjected to abuse, and military, yeomanry, and police were called out to protect them. Hundreds of men who had never been in a pit were found willing to take employment as colliers; and when, at the end of four months' idleness, the men gave in, they in many instances found their places occupied. The result of the turn-out was a considerable reduction in the value of labor. Any commotion in the coal trade generally tells on the iron trade, and vice versa; and in the year of the strike referred to, the quantity of pig iron made in Scotland was 80,000 tons less than in the preceding year, while the price went up considerably. "In November, 1855," says Mr. Tremenhore, in his official report on the mining districts, "the men forced the masters into granting an advance of from four shillings to five shillings per day. Many of the masters, since they could not afford to continue that rate, before long felt obliged to take their stand against it, and to reduce the rate again to four shillings. A strike took place. It

became general in the districts concerned at the beginning of March, 1856; and after from 30,000 to 40,000 men had been idle for sixteen weeks, and had inflicted enormous loss upon their masters and the public, and great suffering upon themselves and their families, the event proved that they were again wrong, for they resumed work at their masters' terms." In 1860 a strike of a most disastrous nature took place in Lanarkshire, the loss to the district being estimated at £200,000. Frequent disputes have since occurred, chiefly in the west; and a few months ago there was a strike of two months' duration in the Wishaw district. An arrangement had been come to by which it was alleged that the masters were to increase and reduce the wages of the miners alternately at four periods of the year. On the 1st of November last the daily pay was to be raised from four shillings and sixpence to five shillings; but when that day arrived the advance was given up in the case of one or two collieries. In the face of this breach of what they conceived to be their bargain, the men who did not get the rise went out on strike. In consequence of the state of trade, the master found it necessary, instead of giving the rise demanded, to reduce the wages to four shillings, and gave notice accordingly. Some of the men now offered to disregard the dictates of their trade union, and go in to work at four shillings and sixpence per day which was permitted. Others held out for the higher rate, but without success; and the present dullness in trade, and the large stocks of coal at the pitheads, do not encourage any early movement on the part of the men. A trustworthy correspondent says: "Trades unions are here and there dissolving in Lanarkshire, and the men say that they have found that such unions cannot always command high wages or a fixed scale of prices."

The miners chiefly reside in houses specially built for their accommodation in the neighborhood of the pits. In the early days of coal mining these houses were of the most wretched description; and even yet a large proportion of them are deficient in the ordinary requisites of human habitations. To convey some idea of the present condition of the houses of the mining population, we shall give some account of what came under observation in a journey through the Mid Lothian and Lanarkshire collieries, in both of which the best and worst class of miners' houses are to be met with. In Mid Lothian there are a number of mining villages of the old type. These were built when people's notions of personal comfort were not quite so refined as in the present day, and probably the first occupiers of them were content; but the case has come to be different. No workingman is likely to be less particular than the miner as to the mere stone and lime comforts of his home, since it must be a poor place indeed that will not look comfortable in contrast with the damp and gloomy recesses of the mine; but even he has come to think that something is due to him in the way of providing better lodging for himself, his wife, and little ones. For a number of years past improvements have been in progress. Old houses have in some cases been patched altered, and provided with coal-sheds, &c., and others have been removed to make way for more commodious structures. Where the opening of new pits has necessitated the erection of new houses, these have been built on a very much improved plan. A bit of ground is attached to all the houses; but hitherto the miners' horticultural taste and skill have been almost entirely devoted to the rearing of cabbages and leeks. Flowers are rarely met with near the old houses, and their cultivation seldom goes beyond the range of a dilapidated teapot on the window-sill; but some of the plots in front of the new cottages are nicely laid out. It is still possible to find not a few specimens of the old domiciles displaying all their primitive unhealthiness and ugliness. Their mean masonry, founded on the surface without any excavation, rises to a height of little over five feet, and they are roofed with tiles; though we were informed that the first covering was a combination of turf and straw. The floor is composed of native earth, and its uneven surface has by constant treading been rendered almost as compact as stone. In front of the fireplace a brick or two has been let into the floor and the vicinity of the doorway is similarly strengthened against the wear of frequent feet. The walls have never been plastered, but successive coats of whitewash have made them air-tight if not beautiful. The window—some of the houses have two however—is about two feet square. There is no ceiling beneath the tiles, but the want of it has to some extent been supplied by nailing mats upon the rafters, and overlaying them with a thick coat of whiting—an arrangement which, while it may improve the appearance of the interior, certainly detracts from its healthiness, and rather increases its unhealthiness. Strictly speaking, the houses we are describing consist of one apartment measuring twelve feet by fifteen; but by a peculiar arrangement of the furniture a small closet is formed, in which a bed is fitted up. Occasionally a house of this kind may be found occupied by a miner, his wife, and four, six, or even eight of a family. Neither ash-pit nor drain is provided, and the surrounding of the dwellings are consequently in a most insalubrious condition. Notwithstanding these unfavorable circumstances, a creditable effort at cleanliness and tidiness is sometimes observable in even the worst of the houses. It is disgraceful that such houses should exist in the present day; but as the people who are doomed to live in



alk hopefully of promised amendments, we shall not be more specific in our as to them.

houses provided by the Duke of Buccleuch for the men employed in the Dalkeith ; though built a considerable time ago, have few equals. They are well con- i and commodious, and are of various sizes, to suit the requirements of different l. All have two or more apartments, and are supplied with water and water-

Large spaces of ground are attached to the houses, and may be used for dry- thes or as a playground for the children. No rent is charged, and the people to be well cared for and contented. His Grace makes liberal provision for men dated for work ; and widows receive fortnightly pensions, and are provided uses, coal, &c., free of charge. Invalids are supplied with wine, beef, soup, m Dalkeith House. The effect of this kindness is visible upon all engaged about ka. They are generally more regular in their habits than people connected with the other collieries in the county, and rarely leave the employment of their cord. The Marquis of Lothian owns two hundred and sixty miners' houses, which are to be found some of the best of the kind in Scotland, together with the worst. The Newbattle colliery, with which they are connected, is one of est in the county, and has never been leased, the successive Marquises keeping king of it in their own hands. The earlier houses of the miners were miserable d hovels, of the kind described in the preceding paragraph ; but all the houses ithin the past thirty or forty years are of a superior description. The present a, who takes much interest in the welfare of his workpeople, commenced a few go to work extensive reform in the houses. Only a few cottages of the very old main, and the dwellings by which they are being superseded are very comforta- commodious, some of them containing four or five apartments. The rooms, small, are lofty and well ventilated. The walls are of brick, the floors of glazed d the roofs of slate. They are well planned, and externally have some archi- l pretensions. All things considered, the houses are well furnished ; and it is a rthy fact that, though most of the people, while living in the old houses, ap- to be careless as to the quality or condition of their furniture, they were no removed into one of those new roomy domiciles than they displayed quite a y taste. It is true that some of the new houses appear to be tenanted by people anot appreciate the change ; yet the foregoing remarks hold good in the majority l. We saw the ruins of one of the old houses which had been inhabited by a so had lived fifty years in it, but who refused to leave, though the place was r crumbling away about his ears. He had used all sorts of devices to keep the d walls from tumbling down ; but at length the building had such a threatening nce that the man was peremptorily ordered out, and soon after the building eap of ruins. The only excuse he offered for his persistency was, that he had long in the house that he could not think of leaving it, and would like to end s in it. The new houses are supplied with water, have flower-gardens in front, chen-gardens and coal-houses behind. The rents charged vary from one pound lings to three pound eighteen shillings per annum ; and, as elsewhere, the rent cted from the fortnightly pay of the men. The houses at the other collieries in thian are of a mixed kind, and in the case of many of them, as already hinted, urgent need for improvement. Comfortable houses have a powerful effect in ig the tastes and habits of the working classes, and this fact should be borne in y all who have their welfare at heart.

markshire, a great majority of the miners' houses are of a very poor kind ; and f them have only one apartment. They are arranged either in closely built confined squares ; and the people are literally huddled together in them. We l of cases in which a family of six or seven persons lived together in one room ing not more than fourteen feet square, and who yet considered that they had odation to spare for one or two lodgers. The Irish, it appears, are especially o over-crowding their dwellings, against the ventilation of which, too, they y guard. One favorable circumstance is that their furniture does not occupy pace. The sitting accommodation rarely consists of more than two chairs or a constructed "form." The fire is kept burning continually, its use during the eing to dry the "pit-clothes" of the men ; and as these are generally very wet, rays dirty, the vapor they give out adds considerably to the pollution of the here breathed by the crowded sleepers. The houses at some collieries are of m construction, and are constantly getting out of repair. Not unfrequently e wrecked by the subsidence of ground caused by the withdrawal of the coal be- hem. For these houses a rent of from three shillings and sixpence to five shillings ith is charged. In some localities, one-half of the houses have two apartments, se are occupied by the better class of workpeople. The usual rent of a two- house is from six shillings to nine shillings per month. These remarks, of apply to the worst class of houses. Some of the coalmasters have done a great wards providing comfortable dwellings for their workmen, and more is still be- e. At Overtown, near Wishaw, and at Motherwell, a large number of houses of



an improved kind have recently been built; and at Gartsherrie and Govan the workmen have good houses provided for them. But there is no blinking the fact that, in the aggregate, the dwellings of the mining population of the west of Scotland are far from what they should be. On matters of wages, the miners are very sensitive; but we have never heard of their making any movement for having their dwellings improved.

A serious obstacle in the way of sanitary improvement in the mining villages of the west is the want of anything like a regular or adequate supply of water suitable for domestic purposes. Many of the larger villages have had a supply brought to them, but in the smaller and more remote hamlets, great hardship is endured in consequence of the scarcity of water. In some instances, the younger children or girls of the family have to carry the indispensable element in pitchers from a distance of one or two miles, and then the water acquires a value which prevents anything like a free use of it for purposes of cleanliness. The eaves-droppings are collected in barrels, carefully covered and locked; but the rain supply is uncertain, and in summer, especially, we believe some poor families endure great privations. The local authorities under the Public Health (Scotland) act, 1867, have ample power to deal with this matter; and it is to be hoped that they will do something to remove so great an evil.

Abundant facilities exist for the education of the children of colliers, and we have heard no complaints on the subject. In connection with almost every colliery of any extent, there are one or more schools provided by the coalmasters; and though the schools are only indifferently appreciated by the parents, the children attend pretty regularly. It appears, however, that at some of the large works in Lanarkshire it has been found necessary to use a little pressure in order to get the parents to take an interest in the education of their children. In several cases the father has deducted from his wages a certain sum for every child he has who ought to be at school, whether the child attends or not; and the effect of this rule is generally found to be that the father comes to think that since he has to pay the fee, the child may as well be sent to school. The fee charged at the Duke of Buccleuch's colliery school is threepence per week for each child. At the Marquis of Lothian's schools, the charge is one halfpenny per branch per fortnight. In no case that we have heard of do the fees nearly meet the expenses of the school, but the proprietors contribute whatever additional money may be required.

One or two medical officers are attached to each colliery, and all the men pay a small sum weekly for their services. The employers defray all extra charges on account of accidents.

After the coal passes out of the hands of the miners, its distribution over the country and to foreign parts gives employment to many thousands of persons, and most railway companies draw a large amount of revenue from it. At the coal depots of the principal towns a considerable number of men are employed in removing the coal from the railway wagons or canal boats, piling it into heaps, weighing, and filling it into carts. Then a large staff of porters are required to shovel it into cellars or carry it up stairs. All these men, being unskilled laborers, receive a small wage—not more, we believe, than from fourteen shillings to eighteen shillings per week. Some of them, such as the porters, are paid so much per ton by the purchasers of the coal, so that their earnings are subject to considerable variation. The declared annual value of the coal exported from Scotland is about half a million sterling. In 1866 it was £515,805, divided over the principal ports in the following proportions: Glasgow, £51,493; Leith, £79,777; Greenock, £38,835; Grangemouth, £50,244; Ardrossan and Troon, £73,642; Dundee, £16,101; Borrowstounness, £93,671; Kirkcaldy, £53,528; other ports, £58,424. The quantity of coal, cinders, and culm represented by the above would be about 1,500,000 tons. Our customers for coal are scattered all over the world. Some cargoes are sent even to San Francisco, though the freight to that port from Glasgow is fifty shillings per ton, or more than seven times the cost of the coal at the port of shipment.

## THE IRON TRADE.

### ORIGIN AND PROGRESS OF THE MANUFACTURE OF IRON IN SCOTLAND—VISIT TO GARTSHERRIE IRONWORK—THE SMELTING PROCESS.

Though the existence of ironstone in the Scotch coal measures was known many years previously, no attempt was made to turn it to account until the year 1760, when the Caron ironwork was established. Only one kind of ironstone was then used, namely the argillaceous or "clayband;" for the more valuable carbonaceous or "blackband" was not discovered till the beginning of the present century. These two varieties are known as the coal-measure ironstone, and they are found in all the great coal-fields of Britain except those of Northumberland, Durham, and Lancashire. Though there are nineteen kinds of iron ore known to the minerologist, it has been calculated that nine tenths of the entire quantity of iron produced is derived from the clayband and blackband ironstones, the relative value of which is thus stated in a paper read before the

Scottish Society of Arts by Mr. Ralph Moore, government inspector of mines: "Clay ironstones contain from thirty to fifty per cent. of metallic iron. Before being melted they are mixed with coal, and calcined in kilns or large heaps, to drive off the carbonic acid gas, sulphur, and other impurities. This description of ironstone is found in seams or bands, and in nodules, throughout the whole of the measures, but is most plentiful in the lower part of the section. Blackband ironstone is a carbonate of iron, laminated with coal, generally in sufficient quantity for calcination without further admixture of coal, and leaves, when calcined, a metallic coke containing {from fifty to seventy per cent. of metallic iron. This description of ironstone is found in seams or bands in well defined positions in the measures, but these are neither persistent in position nor equable in quality. Sometimes the seam is wanting altogether, or so thin as to be unworkable; at other times, the coaly element so predominates that its metallic value is of small amount; while not unfrequently it contains nothing but coal. A good blackband ironstone contains from two to eight per cent. of coal. When it contains more than twenty per cent. of coal it is of little value unless mixed with clayband, which uses up the excess of coal. It is more easily melted than clayband, and requires less coal; and the weekly produce of a furnace from blackband is fifty per cent. greater than from clayband."

From the establishment of the Carron iron-works in 1760 till 1788, the quantity of iron made in Scotland did not exceed 1,500 tons per annum; but during the succeeding eight years a number of new furnaces were erected, in the counties of Lanark, Fife, and Ayr. In 1796 the number of furnaces was seventeen, and the quantity of iron made in the year was 18,640 tons. Thirty-three years afterwards, the production had reached 29,000 tons; and from that figure the invention of the hot-blast process raised it to 75,000 tons in 1836. By that time the construction of railways had begun to open a new market for the iron merchant; and to supply the demand that arose many new ironstone pits were opened, and furnaces erected. In the ten years from 1835 to 1845, the production of iron increased about seven hundred per cent., the quantity made in the latter year being 475,000 tons. Ten years later, 825,000 tons was reached; and another decade gave an addition of 339,000; the quantity made in 1865 being 1,164,000 tons. Over-speculation, and the consequent financial crisis in 1866, operated most prejudicially on the iron trade, and the production for that year fell to 994,000 tons. Last year, matters promised to take a turn for the better; but the promise was realized only to a limited extent, the revelations made in connection with several of the principal railway companies, and other causes, having had an unfavorable effect on the trade. The total quantity made in 1867 was 1,031,000 tons; an increase of 37,000 as compared with the preceding year, but 133,000 tons short of the production of 1865. The quantity shipped in each of the past ten years has not varied much. Last year it was 593,277 tons, of which 338,364 tons were for foreign ports and the remainder went coastwise. Of the quantity shipped to foreign ports, France took 60,500 tons; Germany and Holland, 99,600 tons; Belgium, Denmark, Sweden, and Norway, 20,100; Russia, 9,600; Spain and Portugal, 5,100; Italy, 14,200; United States, 117,300; British America, 43,000; East Indies, China, Australia, and South America, 14,000. The largest quantity ever consumed in Scotland was 532,000 tons, in 1865. Last year the quantity taken was 420,262 tons. The make of malleable iron in 1867 was 142,800 tons, being a reduction of 11,400 tons as compared with 1866. The rapid development of the iron trade has not been peculiar to Scotland. England, Wales, and a number of continental countries, have had a similar experience, arising from the same causes, namely: the formation of railways, the substitution of iron for wood in the construction of ships, and its increased application, in the form of machinery, to the industrial arts. The total number of blast-furnaces in Scotland is 164, of which 108 were in blast during the past year. Each furnace produced, on the average, about 9,546 tons. One furnace gives employment directly and indirectly to fully two hundred men and boys, so that the number of persons employed in the production of pig iron during the year could not be less than 22,000, with wages ranging from two shillings to six shillings per day. It will thus be seen that the "damping out," or stoppage, of a furnace is a serious matter for the working population in the iron districts. Were the entire number of furnaces in blast, employment would be given to upwards of 33,000 men and boys, while the annual production would exceed 1,500,000 tons. The number of ironstone miners in Scotland is about 13,000, and the largest quantity of ore put out in a year was 2,500,000 tons in 1857. The occupation of the ironstone miner differs little from that of the coal miner, and the two occupy nearly the same position as regards wages, &c. The ironstone seams are generally only from six to eight inches in thickness, so that in working a considerable quantity of rock has to be excavated. As the miner advances, he builds up behind him as much as possible of the stone and rubbish, and sends out the ironstone and surplus material in "hutches."

The price of pig iron has been subject to considerable fluctuations. In 1854, the mean average price of a ton of Scotch pig iron was 79s. 7d.; it was 54s. 4d. in 1858; and 49s. 3d. in 1861. In 1866, the market was much disturbed by the operations of certain bold speculators, who forced the top price up to 82s. 6d., an increase of 21s. on the price

at the close of the preceding year. Then came financial disasters; and the brief space of four weeks witnessed a fall of 31s. 6d. per ton. After rising and falling several times subsequently, the price at the close of 1866 was 54s. 6d. In order to enable them to overcome the effects of the crisis brought about by the speculators alluded to, the ironmasters resolved to reduce the production, and forty furnaces were "blown out." Nearly eight thousand men and boys were thus thrown idle, while at the same time the wages of the men retained were considerably reduced. In the course of last year a number of the furnaces which had been stopped were set on, and about one-third of the men who had been thrown idle were restored to work. The average price of pig iron during the past year was 53s. 6d. per ton. The lowest figure reached in the course of the year was 51s. 3d., in the month of March, and the highest 55s. 6d., in October. From the convenient situation and facilities for transport enjoyed by Scotch ironmasters, coupled with the cheapness of labor, it might be thought that no English or other producers of the metal could undersell them; but it is, nevertheless, a fact that something like 70,000 tons of pig iron were imported into Scotland during the past year from Middlesborough, in Yorkshire, where ironstone costs less than one-fourth of its value in Scotland. The iron is, however, of a much lower quality than the native Scotch, and is used for mixing with the latter for the production of certain kinds of material. A small quantity of fine pig iron is brought from West Cumberland by some of the malleable iron makers, who use it to mix with and improve the quality of the native iron. It is expected that when the Solway Junction railway is opened, a large quantity of Cumberland iron ore will be brought into Scotland. The price of malleable bars is at present from £6 15s. to £7 5s. per ton; plates, £8 10s.; and rails, £6 to £7. Cast-iron pipes are quoted at from £4 15s. to £6 per ton, and railway chairs at from £3 12s. 6d. to £4.

The most valuable deposits of ironstone are in Lanarkshire and Ayrshire, and in the former county two-thirds of the entire quantity of pig iron made in Scotland is produced. The blast furnaces are chiefly concentrated in the vicinity of Coatbridge, Airdrie, and Wishaw, all of which towns were rapidly raised to importance by the development of the mineral treasures which lay beneath and around them. Coatbridge stands within a crescent of blast furnaces, and in the town are a large number of rolling mills, forges, and tube works, the hundred chimneys of which form quite a forrest of brickwork capped with fire. Though Coatbridge is a most interesting seat of industry, it is anything but beautiful. Dense clouds of smoke roll over it incessantly, and impart to all the buildings a peculiarly dingy aspect. A coat of black dust overlies everything, and in a few hours the visitor finds his complexion considerably deteriorated by the flakes of soot which fill the air and settle on his face. To appreciate Coatbridge, it must be visited at night, when it presents a most extraordinary and—when seen for the first time—startling spectacle. From the steeple of the parish church, which stands on a considerable eminence, the flames of no fewer than fifty blast furnaces may be seen. In the daytime, these flames are pale and unimpressive; but as night comes on, they appear to burn more fiercely, and gradually there is developed in the sky a lurid glow similar to that which hangs over a city when a great conflagration is in progress. For half a mile round each group of furnaces, the country is as well illumined as during full moon; and the good folks of Coatbridge have their streets lighted without tax or trouble. There is something grand in even a distant view of the furnaces; but the effect is much enhanced when they are approached to within a hundred yards or so. The flames then have a positively fascinating effect. No production of the pyrotechnist can match their wild girations. Their form is ever changing, and the variety of their movements is endless. Now they shoot far upward, and breaking short off, seem to expire among the smoke; again spreading outward, they curl over the lips of the furnace and dart through the doorways as if determined to annihilate the bounds within which they are confined; then they sink low into the crater, and come forth with renewed strength in the shape of great white tongues of fire, which sway backwards and forwards as if seeking with a fierce eagerness something to devour.

The most extensive ironmasters in Scotland are Messrs. Baird & Co., who own forty-two blast furnaces, employ nine thousand men and boys, and produce about 300,000 tons of pig iron per annum, or one-fourth of the entire quantity made north of the Tweed. Twenty-six of their furnaces are situated in various parts of Ayrshire, and the remaining sixteen are concentrated at Gartsherrie, in the immediate neighborhood of Coatbridge. Gartsherrie is the largest individual ironwork in Scotland, and we believe there is only one work in Britain which has a greater number of furnaces. The quantity of pig iron made is 100,000 tons per annum, and the number of men and boys connected with the work is three thousand and two hundred. More than a thousand tons of coal are consumed every twenty-four hours; and, as showing how well chosen is the site of the work, it may be mentioned that nineteen-twentieths of the coal required is obtained within a distance of half a mile from the furnaces. One coalpit is situated close to the furnaces, and has been wrought since the work was established forty years ago. The coal from this pit is conveyed to the furnaces by means of a self-acting incline. Most of the ironstone was at one time obtained from pits in the immediate neighbor

hood, but now it has to be brought from a distance of from two to twenty miles; and a complete system of railways connects the pits with the work. The total length of these railways is about fifty miles, and the traffic is carried on by means of six locomotives and an immense number of trucks. The establishment is also connected with the great railway systems of the country, and possesses additional facilities for transport in a branch of the Monklands Canal, which has been carried through the center of the work. For the canal traffic, there is a fleet of eighteen barges of about sixty tons each; and eight of these are screw steamers. A great proportion of the manufactured iron is sent out by the canal.

As Gartsherrie has a wide-spread reputation for producing iron of a superior quality, and is one of the best organized works in the country, we deem it worthy of more than a passing notice, and shall give a brief account of what came under our observation during a visit paid to it the other day. The furnaces, sixteen in number, stand in two rows, one on each side of the canal, and about forty yards distant from it. A constant supply of coal and ironstone can be reckoned upon, and, therefore, only a small stock is kept at the work. The mineral trains are wrought with unfailing regularity, and their cargoes are deposited conveniently for immediate use. There is thus no superfluous shoveling about of the materials, nor is any expense incurred by piling them into heaps. The proportions of ironstone, coal, and limestone, laid down, are exactly what are required in the process of smelting. Manual labor has by a variety of ingenious appliances been reduced to a minimum, and the amount of waste is infinitesimal. Everything is done according to a well-defined system, and nothing connected with the works is considered to be too insignificant to merit attention. No heaps of rubbish are allowed to accumulate, no scraps of iron or cinder lie about, and every nook and cranny about the vast place is as tidily kept as it can possibly be. The workmen are liberally treated, but they must do their work carefully and well. Negligence and irregularity are unfailingly punished, while merit is as certainly rewarded. All the men employed about the furnaces, even the firemen and engineers of the blast engines, are paid according to the quantity and quality of iron produced. This arrangement is found to work admirably, as each man knows that, by attending to his work, he is not only putting money into the pockets of his fellow-laborers, but also improving his own earnings.

Before the ironstone is ready for smelting, it has to be calcined, which operation is performed at the pits. The object of calcining is to separate carbonic acid, water, sulphur, and other deleterious substances which are volatile at a red heat; and it is performed in this way: A layer of rough coal is first laid down, and on that the ore, mixed with a certain proportion of small coal, is piled. The blackband ironstone, as it contains a large proportion of carbon, requires less coal to calcine it than the clayband. When the heap is completed, fire is applied to the windward side, and combustion goes on gradually until the desired effect is produced. When the ore cools, it is ready for the furnace; but when the heat has been too intense, the ore is found to be run into large masses, which take a considerable amount of labor to break them up. Having been built at different periods, the Gartsherrie furnaces are of various patterns. We shall describe one of the most recently erected. The shape is cylindrical, the diameter twenty-two feet, and the height sixty feet. The Nelson Monument, on Calton Hill, were it less lofty, would bear a close resemblance to one of these furnaces. The furnace is fed from the top, and, in order to protect the "fillers," the mouth of it is surrounded by a light wall of brick, pierced with convenient openings. This brick wall is so much thinner than the main wall of the furnace on which it stands, that a gallery or footway several feet in width is left clear all round. Externally, there are four arched recesses in the base of the furnace, three of which are occupied by the "tuyeres," or pipes conveying the "blast," while the fourth contains a doorway by which the "slag" is drawn off, and also the opening through which the molten iron is discharged. The interior of the furnace consists of a circular cavity, seven and a half feet in diameter at the lower part or hearth. At a height of five or six feet from the bottom of the hearth the cavity begins to increase in diameter, until, at half the height of the furnace, it measures eighteen feet across. It is then gradually contracted, and at the mouth the diameter is eleven feet. The materials with which the furnace is fed are roasted ore, coal, and limestone. The proportions of these vary according to their quality. In some cases, a small quantity of red-iron ore or hematite is used along with the blackband ironstone, and then the proportions of what are called a "charge" are these: Coal, about ten hundred weight; roasted ore, six and a half hundred weight; red ore, one-half hundred weight; and lime, two and five-eighths hundred weight. About sixty "charges" are thrown into the furnace in the course of every twelve hours, and at six in the morning and at six at night the furnace is "tapped" and the iron run off. The chemical changes undergone by the materials introduced into the furnace are thus described: "The iron ore consists of iron, oxygen, and sand, and the object of the iron smelter is to separate the two latter substances from the former. The coal introduced has two functions to fulfill—in part it is burned so as to raise the contents of the furnace to such a high temperature that they will be enabled to act on each other; and, at the same time, it carries away the oxygen which was originally in combination with



the iron in the roasted ore. The lime plays the part of a flux, and combines with the sandy matter to form a slag. During the whole operation, hot air is being constantly forced in at the lower part of the furnace, so as to aid in the necessary combustion. The roasted iron ore being thus deprived of its oxygen by the coal, and of its sand by the lime, allows the other constituent—the iron—to trickle down through the mass of red-hot cinders to the lower part or hearth of the furnace." In front of each furnace is a level piece of ground covered with coarse sand, in which before the "tapping" takes place a large number of small furrows are formed. These communicate with larger channels leading from the opening in the furnace; and when the iron is let out, it runs along the main channels in a glowing, bubbling stream, and distributes itself into all the hollows. The large channels are called "sows," and the small ones "pigs;" hence the origin of the term "pig iron." Two men are employed to feed each furnace. One fills half a charge of coal into a large iron barrow, and the other half a charge of the other materials into a second barrow. The men and the barrows reach the staging communicating with the mouth of the furnace by means of a hydraulic lift. The coal is thrown in first, and the other materials immediately afterwards. The occupation of the "fillers" appears to be a somewhat dangerous one, as the flames at times shoot out upon and almost surround them. Two men are employed at the hearth scooping out the slag and cinders with a huge spoon suspended from a crane, and from time to time stirring up the contents of the furnace. This is very severe labor, and the faces of the men employed have a half-roasted appearance. The slag is poured into iron trucks, and, when it consolidates, is wheeled away to be emptied on the waste heap—which, we may mention, contains as much material as would suffice to build a copy of the great Pyramid. The pig molds are formed in the sand by boys, the operation being a very simple one.

Up till about forty years ago the air forced into blast furnaces was cold, and the process of smelting was slow, and also costly, in consequence of the great quantity of coal that was required. In 1827, Mr. J. B. Neilson, engineer of the Glasgow gas works, conceived the idea of heating the air before injecting it into the furnace; and two years afterwards a most successful trial was given to the invention at the Clyde iron works. With the cold blast, coke had to be used; and eight tons and one and one-quarter hundred weight of coal converted into coke was required to reduce one ton of iron. It was found that when heated air was employed the coal might be used raw, and that two tons thirteen and one-quarter hundred weight was sufficient to smelt a ton of iron, including eight hundred weight required for heating the air. This discovery gave an extraordinary impetus to the iron trade, and the patentee and his partners are said to have realized £300,000 by the invention. At Gartsherrie, there are three immense engines for generating the blast—two for one range of furnaces, and one for the other. The engines are on the beam principle, and their united "duty" is equal to about five hundred horse-power. The steam cylinder of the largest is five and a half feet in diameter, and ten feet deep, and the air cylinder is ten feet in diameter and depth. The air cylinders are simply gigantic pumps, which force the air into large receivers, whence it flows at an equal pressure through the tubes of the heating oven, and into the furnace. By passing through the oven the temperature of the air is raised to 800°. It has been calculated that the quantity of air thrown into a blast furnace in full work exceeds in weight all the solid material used in smelting.

In the immediate neighborhood of Gartsherrie there are about five hundred houses belonging to Messrs. Baird & Co., and occupied by their workmen. Nearly all the houses have two apartments, and a few have a third room. A bit of garden ground is attached to each house, and all are supplied with water and gas at a cheap rate. The miners get as much coal as they require without payment—only they must dig it out for themselves; and the other workmen are charged only three shillings and sixpence per cartload. Liberal provision is made for the education of the children of the workpeople. There are three schools in direct connection with the work, each being divided into separate departments for infants, boys, and girls. The workmen seem to appreciate highly all that has been done for their welfare, and few of them leave the place. They own one of the most successful co-operative stores in the country. It is managed by a committee of the workmen, but its prosperity is in a great measure owing to the fostering care of the employers, who, however, have no interest in the concern beyond seeing that it is regularly conducted. There are seven hundred members in the society, nearly all of whom are heads of families; and the business done amounts to about £1,200 per month. In addition to general grocery goods, wines, spirits, butcher-meat, and potatoes, are sold in the store.

#### DESCRIPTION OF CARRON AND FALKIRK IRON WORKS—WORKING IN CAST IRON.

The Carron iron works, as already stated, were the birthplace of the Scotch iron trade, and long had the reputation of being the most extensive foundry in Britain. Though now surpassed in extent, they retain their old reputation for producing work of a superior kind, and in several branches of production they may be said to have no rivals.



The works were established in 1760, under a chartered company, projected by Dr. Roebuck, of Sheffield, who appears to have been the first to appreciate the value of the iron ores of Scotland. The operations of the company have all along embraced the digging and smelting of the ore, the manufacture of the iron into an endless variety of articles, and the sending of these into every market of the world. Notwithstanding the great extension of the iron trade that has taken place in recent years, the Carron works have not been much enlarged; and though improved appliances have been introduced, the buildings maintain pretty much their original appearance, allowance being made for the effects produced by the smoke and dust which have swept around them for a century. The works are situated on the bank of the Carron River, about two miles from Falkirk; and they may be most conveniently reached from Grahamston railway station.

On approaching the works by the long irregularly built street leading in an almost direct line from Grahamston, the visitor's eye is first attracted by the flames of five blast furnaces, which stand on the south side of the works. The smaller flames issuing from the chimneys of the cupola and air furnaces next draw the attention; and a nearer approach brings into view a whole forest of chimneys, shooting up from amid vast ranges of brick-built workshops. On getting inside the boundaries of the establishment, the mere sight-seer would probably be somewhat disappointed. The great extent of the place does not become apparent until the various departments are visited in succession; nor can it be said that externally the workshops present an inviting appearance. But within these ragged looking and smoke-begrimed structures, processes go on which illustrate some of the grandest developments of human ingenuity; and in no individual establishment, in this country at least, can such a variety of operations, in the manufacture of iron, be seen. As one passes through the place, the roar of furnaces, the clash of machinery, and the clatter of anvils, come upon the ear from all sides; and this, combined with the irregular nature of the roadways, the immense and apparently confused piles of iron, old and new, and of finished and unfinished articles of every conceivable form, produces a most bewildering effect on persons unaccustomed to such sounds and scenes.

While visiting the works the other day, we were first shown the various processes in smelting iron—but as these are similar to what have been previously described, we need not allude to them further—and were then conducted through the other departments, commencing with the pattern shop. The latter is a large, three-story building, on the lower floor of which is a saw-mill and other machinery for preparing wood. On the middle floor the patterns are made; and the upper is filled from end to end with a vast collection of patterns of articles of all sorts from a spittoon to the cylinders of a two hundred horse-power engine. As the cost of making the patterns is very great—those here collected representing many thousands of pounds—they are carefully preserved. The patterns are made of wood, and considerable skill is required for their construction. When the patterns are completed, they pass into the hands of the molders, who take an impression or mold of them in sand. The more simple the outline and plainer the surface of the article, the more easy it is to form the mold. For instance, nothing could be more simple than the operation of making a mould for the heater of a dressing-iron; but the molding of a tea-kettle requires considerable skill on the part of the workman. A few years ago, the Prince of Wales visited Carron for the purpose of inspecting the works, and expressed a desire to see the process of molding. The molding of a common three-legged pot was shown him; and no better illustration could be given of the molder's work. As the same process was brought under our notice, we may explain how it is done. The patterns for a pot consist of nine pieces—two for the body, three for the feet, and two for each of the ears. The body pieces have been formed by taking a completed pot, denuding it of feet and ears, and cutting it vertically into two pieces. These pieces the molder takes, and, placing the severed edges together, lays them down on his bench with the bottom upward. He then incloses the pattern in a circular casing, which he fills up with sand. The sand is rammed down all around and over the pattern, care being taken during this process to insert the feet pieces, and also a wooden plug to form a "gate" through which to pour the metal. The molder then turns the box over, and fills the inside of the pot with sand. The next part of the operation is to take out the pattern and leave open and entire the space it occupies. The advantage of having the casing and the pattern in sections now becomes manifest. The upper section of the casing is unfastened and taken off, when it is seen that the sand bears an impression of the bottom of the pot. The side pieces are in like manner removed; leaving the body pattern clear. The latter is carefully lifted off, one-half at a time, exposing the "core" or globular mass of sand which represents the interior of the pot. The whole surface of the sand is next thickly dusted with ground charcoal, and rubbed quite smooth—a process which makes the iron take a finer "skin" than it would otherwise do. The feet and ear pieces having been withdrawn, all that is now necessary is to put the casing together again, fasten it tight up, and prepare the "gate" by pulling out the plug and rounding off the edges of the hole. So compact does the sand become that the completed mold may

be moved about freely without sustaining injury. An expert hand can mold a the largest size in from fifteen to twenty minutes. After a certain number of have been prepared, the workmen proceed to "cast" them. The molten metal is ried from the furnaces in huge ladles, and appears to be as fluid as water. When poured into the mold, gas is at once generated, which finds its way through the and, issuing from the joints of the casing, becomes ignited, and burns with a bes purple flame. Were this gas not allowed to escape, the mould would burst, ar consequences to the workmen would be most disastrous. It is a curious fact that, a few drops of water would ruin a mould, the boiling metal may be poured in f height of a couple of feet without disturbing a particle of the sand.

When the metal has cooled sufficiently, it is dug out of the sand and taken dressing shops, where roughnesses are removed. Articles cast in several pieces ar carried to the fitting shops, where they are put together. Kettles and stew-pans, are to be tinned, are first annealed and then passed to turners, who put a smoot bright surface on the inside. The tinning is then done, the handles put on, th sides japanned, and the completed goods removed to the warehouse. Portions of of the articles are of malleable iron, such as the handles of kettles and pans, i the making of these a large number of smiths are employed. The division of lab tem is extensively applied in the works, and the result is that the men in the v departments display extraordinary expertness. When a boy enters on his appre ship, he chooses, or has chosen for him, the branch of work that he is to follow, i that he adheres. Let us suppose that a boy selects pot-molding. After some p inary training, he is intrusted with the making of pots of the smallest size. As vances in years, so does the size of his pots increase, and by the time that gray come, he finds his hands employed upon vessels so capacious that each might con dozen of those he made in his early days. This is one of the peculiarities of Carron; and though it looks as if designed to remind the men of the flight of tin the growth of years upon them, it is simply the result of promotion by seniority. mold for a small pot requires nearly as much time to make as that for a large on there is a difference of price in favor of the latter, and those the older hands clai privilege of making. Another peculiarity of the pot-making branch is the m payment, which is this: a man agrees to make a certain number of pots for half a c and he is allowed one shilling of premium on every hundred that he produces. altogether, the men employed in molding make higher wages than those in the departments, and it is no unusual thing for one of them to receive even as much for a week's work; but the general wages of the class may be set down at twenty-five shillings.

Though the reputation of Carron is now chiefly based on its production of wha be called domestic iron work, such as stoves, grates, cooking ranges, boilers, pots pipes, &c., at one time it was closely identified with the manufacture of canno shot. The now obsolete piece of ordnance known as the "carronade" was there b to perfection, and derived its name from the works. None of those guns have made since 1852, about which time the revolution, which has taken place in th struction of implements of war, commenced. Among the heaps of old iron in the may be seen one or two condemned castings of carronades, which show the m manufacture. The guns were cast solid, in an upright position; and in order to closeness of texture, the mold was filled up for a distance of two feet above th zle of the gun. This superfluous mass was then cut off, and the gun bored required caliber.

The company possess, and work for themselves, extensive mines of coal, iron lime, some of which are in the immediate vicinity of the establishment. The ra terial is brought in by a railway, which approaches close to the furnaces, and addi facility for carrying is afforded by a canal, three miles in length, extending fr center of the works to Grangemouth. For the conveyance of goods to the ea west, sixteen canal boats are employed. Six steam vessels are owned by the con and chiefly occupied in carrying the produce of the foundry to London, where th pany have an extensive warehouse. Attached to the works is a farm of four hu acres, and no fewer than five villages in the vicinity are dependencies of the con and many of the houses have been built by them.

The company employ nearly two thousand men and boys, whose labors are affected by fluctuations in the markets for their productions; as, when a tem slackening of demand takes place, the company go on making stock goods; as precaution against any contingency that might interfere with the supply of raw rial, an immense stock is always kept on hand. These circumstances are, of co great advantage to the men, and one of the results is, that very few of them lea service of the company, so that the great body of them are natives of the lo whose forefathers, for three or four generations, have wrought in the place. Th no Irish among them, and, in the aggregate, they are an exemplary body of wor They have three principal benefit societies, and a number of minor ones. The important society has been in existence for many years, has accumulated a consid

amount of capital, and holds an interest in the company. It has a membership of seven hundred, mostly heads of families. A co-operative store has flourished in connection with the works for upwards of forty years. No special provision for the education of the children of the workmen has been provided by the company, but we understand that they are fitting up a large and commodious school-room in connection with the establishment, which will be opened shortly. Ample facilities for education, however, exist in the district, which are taken advantage of to a fair extent, though there is room for improvement.

If the history of Carron Iron Works were minutely written, it would be a record of much interest, as showing the many stages of improvement through which the manufacture of iron has passed. We have not space to spare for the subject, further than to notice the change which has taken place in the motive power at the works. The site of the establishment was chosen on account of the abundant and convenient supply of water which could be made available for driving the machinery. The blast was created, the tilt-hammers worked, and the lathes and other machines driven, by water applied over a large number of wheels. As the premises were extended, the supply of water became inadequate, and somewhat anomalous means of overcoming this difficulty were devised. While James Watt was working out his improvements on the steam-engine, he entered into partnership with Dr. Roebuck, of the Carron Iron Works, and a joint patent was taken out for a condenser. This partnership was not a fortunate one for Watt. During the time he was associated with Dr. Roebuck, however, he erected a large steam-engine at Carron, and this is the anomalous contrivance we have alluded to. Instead of the power of the engine being applied directly to the machinery, it was merely employed to pump back into a reservoir the water that had passed over the water-wheels, and so enable it to be used again and again. The engine was fitted with four pumps, which raised to a height of thirty-six feet forty tons of water per minute. This old servant of the company has been sadly neglected. Though it has been allowed to remain in its original position, nothing has been done to prevent its falling into decay. The engine-room is crumbling into ruins, and the iron work is black and furrowed by oxidation. As one of the earliest engines ever made, this piece of mechanism is an object of much interest to men of science, and it is to be regretted that the very little care necessary for its preservation was not taken. The engine, which is on the atmospheric principle, has a cylinder six feet in diameter, by eight feet in depth, and the beam is about thirty feet in length. The steam was supplied by three cast-iron boilers, two of which are globular in shape and measure about fifteen feet in diameter. About thirty years ago this engine was superseded by one of improved design, applied directly to the machinery, and since then the use of water power has gradually died out. The machinery in the engineers' shops is, however, kept in motion by a powerful turbine wheel. Four years ago a splendid new engine was added to the plant of the establishment. It was made by the company's own workmen, and supplies the blast to all the furnaces. The steam cylinder is six feet in diameter, and the piston has a stroke of ten feet. The blast cylinder is one hundred and four inches in diameter, and ten feet deep.

The Falkirk Iron Work, which is situated in the immediate vicinity of Carron, is an establishment deserving of notice, both on account of its extent and the kind of work it produces. It was started in 1819 by a company chiefly, if not entirely, composed of workmen from Carron. The beginning was not a pretentious one, but the concern prospered. In 1848 the foundry was acquired by the present proprietors, Messrs. Kennard, who had been shareholders for many years in the old company. Since then it has steadily risen in importance, and it is now the largest foundry in Scotland, with the exception of Carron. Nine hundred men and boys are employed; and when ordinarily busy, upwards of three hundred tons of castings are turned out per week. The buildings, which cover eight acres of ground, have, during the last few years, been almost entirely reconstructed, and considerable additions are being made. The most improved appliances are in use in every department, and order reigns over all the premises. During the Crimean war 16,000 tons of shot and shell were made at the foundry for the government; and guns of all sizes, from four to eighteen-pounders, for use on board mercantile vessels, are manufactured in considerable numbers. With these exceptions the productions of the firm are associated with the arts of peace; and they range from bridges of the largest size to ornamental inkstands and fancy castings of the most delicate patterns possible in cast iron. The castings for some of the principal iron bridges in India, Italy, and Spain have been made at the Falkirk Iron Work. The heaviest pieces of work at present on hand are the columns for the Solway viaduct. This bridge is to be supported on groups of cast-iron columns securely fixed in the bed of the Firth, and strengthened by diagonal bracings of malleable iron. The columns are cast in ten and twenty feet lengths, which can be readily bolted together and made as strong as if the entire column were cast in one piece. A large number of fountains for the Calcutta Water Company are also on hand. They are of a neat design, and bear the arms of the company and the maxim, "Waste not, want not," in English and Hindustani. These for the East Indies; sugar pans for the West Indies; tubular tele-

graph posts for South America ; grates, pots, and pans for the million ; and beautiful objects of art for homes in many lands, may be seen piled side by side in the elegant arcade and extensive shipping warehouses, testifying alike to the wide connection of the firm and to the merit of Scottish workmanship.

The Messrs. Kennard have devoted great attention to the production of cast-iron goods of an artistic kind ; and we believe that no establishment in Britain possesses such a valuable collection of patterns for stoves, grates, umbrella stands, garden seats, verandas, iron stairs, balconies, and fancy articles, such as inkstands, card trays, mirror frames, statuary groups, &c. The designs of these articles are, without exception, beautiful, and they are being produced in constantly increasing variety. When any new article is to be produced a drawing of it is first made, and from that a modeler forms a pattern in wood, wax, or plaster. From the pattern a cast is taken in tin, a metal which takes a very smooth surface ; and from the tin copy, which is nicely chased up, the molder makes the impression in sand from which the iron is cast. A smoother surface is thus given to the iron than would be the case were a wood pattern used. In all cases the details of the pattern are sharpened in the iron after casting by filing. Though no model seems to be too difficult for the molder to make in one piece, yet, as a matter of convenience, most articles of any size or complexity are made in several pieces. In the molding shop in which the ornamental castings are made we had an opportunity of seeing sand molding of the most difficult kind ; but the operations of the workmen would require to be seen to be understood. A specimen of work from this shop was shown at the Exhibition of 1862 along with a variety of other castings, and excited a good deal of interest, as showing the capabilities of the sand-molding process. It was a small figure of a stag browsing ; and in order to cast it in one piece the mold had to be made in upwards of one hundred parts, each part being simply a clod of moist sand held together by compression.

We received a favorable report of the men employed in the establishment. They are well cared for and contented, and the firm have had no trouble with them in the way of strikes or trade disputes. The average earnings of the men in all departments is twenty-five shillings per week of sixty hours.

There are six other foundries in the neighborhood of Falkirk, which give employment in the aggregate to six hundred men. Glasgow, however, is the center of the iron trade, as indeed of nearly all other trades in Scotland, and produces a great amount of iron goods of every kind. The foundries and machine shops of Edinburgh, Leith, Dalkeith, Kirkcaldy, Dundee, and Aberdeen also turn out a considerable quantity of machinery, &c.

It would appear that the capabilities of cast-iron have not yet been fully developed by the iron founders of this country, though at the Falkirk Iron Work a considerable advance has been made. At the Paris Exhibition were shown specimens of Berlin castings in iron which, by their delicacy and beauty of outline, attracted considerable attention. Some specimens of the same kind of work may also be seen in the Edinburgh Industrial Museum. The minutest details are sharply defined, and the entire surface has a bronze-like smoothness. It has been generally believed that this kind of work was made by mixing with the iron some metalloid which has the effect of giving to the metal more fluidity and density ; but this we believe is not the case. The specimens are made of iron alone, and are the result of the laborious researches and experiments of M. Schott, the manager of Count Stolberg's work in Brunswick. " His attention," it is stated, " was first directed to the importance of procuring the finest quality of molding sand, and to prevent, as far as possible, the accumulation in the mold of air which is drawn in during the process of pouring the liquid metal. His sand is made by mixing burned clay with a pulverized sandstone having a maximum porosity. It has also the fineness of grain which is essential in producing a delicate mold. An incident is related which illustrates the importance of this in this branch of the art. M. Schott, in explaining the subject to some friends who were dining with him, sent a folded napkin from the table to the foundry, and shortly after showed them a casting which correctly represented the indentations produced by the finely-woven thread of the fabric. The most important part of the process, however, is the preparation of the metal. M. Schott made a series of experiments to determine the melting point of different kinds of pig iron ; and by mixing several in proper proportions he has been enabled to vary the melting point at will. It will surprise even practical iron founders to learn that his experiments proved that the melting point of different samples of charcoal iron made at his own blast furnaces varied more than 800° Fahrenheit. Charcoal iron generally melts at 700° higher temperature than coke iron. The contraction on cooling is greatest in the charcoal iron, and in most cases it has the greatest density when solid. In examining various specimens of casting, M. Schott brought to his aid the microscope, and was thus enabled to detect certain differences which chemical analysis had failed to explain. The iron ore used by him is not different from that found in many other places. It is reduced in a series of small charcoal furnaces in the vicinity of the mines, which are situated in Northern Germany, near the town of Brunswick."



HOW MALLEABLE IRON IS MADE—THE PUDDLING AND ROLLING PROCESSES DESCRIBED—  
VISIT TO PARKHEAD FORGE.

Though cast iron may be readily formed into articles of complex shape, its brittleness sets a limit to its use; and in the construction of the working parts of machinery, or articles in which great strength and lightness have to be combined, malleable iron must be used. But from the difficulty of working malleable iron, the cost of articles made of it is much greater. The knowledge how to treat the metal so that, while it might be cast into any shape, it should retain all the qualities of malleable iron, was until recently a desideratum. The possibility of so treating both iron and steel has, we believe, been successfully proved, but as yet the process is kept secret. The conversion of pig iron into malleable by the "puddling" process was commenced in Scotland about forty years ago, when a number of workmen from England and Wales were brought into Lanarkshire for the purpose of instructing the Scotch iron-workers. The first attempts, however, to establish this branch of trade were not successful, and it was not until 1836 that it was fairly started. There are now nearly four hundred puddling furnaces and fifty rolling-mills in operation, which in 1867 produced 143,800 tons of malleable iron, valued at £1,006,600. The principal firm in the trade is the Glasgow Iron Company, which has extensive premises at St. Rollox, Motherwell, and Wishaw.

At Coatbridge we had an opportunity of witnessing the conversion of pig iron into malleable bars at Messrs. Colville & Gray's iron works. The places in which the process is carried on are nearly all constructed on the same plan. The mill consists of a vast roof supported on iron pillars, so that the sides are quite open. The puddling furnaces are built at intervals along one or two sides of the mill; and the floor, which is paved with iron plates, is crowded with machinery, a powerful steam-engine occupying the center. The work of the puddlers is probably the severest kind of labor voluntarily undertaken by men. The puddling furnace is a compact structure of fire-brick cased in iron. It consists of three parts—the fireplace, the hearth, and the flue. The fireplace is on the left-hand side, and is separated from the hearth, which occupies the central place, by a low wall or ridge. To the right of the hearth is the flue, the entrance to which slopes downward from the hearth, so that, when a fire is lighted in the fireplace, the flame is drawn close over the hearth in its passage to the flue. Each furnace requires two men to work it. One of these is the puddler, who has all the responsibility, and the other his assistant, who performs the portions of the work in which only slight skill is required. The quantity of pig iron operated upon at a time is about four hundred-weight, and is called a charge. One charge is got out of the furnace every two hours, and the work goes on night and day, from one week's end to the other, Sunday excepted—the men taking the night and day shifts by turns. After a charge is withdrawn, the furnace undergoes some slight preparation before another is put in. A coating of "bull dog"—a material prepared from the slag of the furnace—is laid on the hearth, to fortify it against the intense heat. The pig iron, which has previously been broken into pieces of convenient size, is then thrown in, and the doors of the furnace are closed and sealed up with cinders. Intense heat is then generated; and so fiercely does the fire burn that the flame issues from the top of the chimney, which is upward of forty feet high. In about a quarter of an hour after the furnace has been sealed, the iron shows signs of melting, and an aperture in the hearth door, about six inches square, is opened. The puddler, whose eyes seem to be proof against a light as dazzling as the sun at noon, looks in at the opening, and determines whether it is time to disturb the iron. So soon as he sees the finer angles of the iron begin to melt, he thrusts in a stout rod of malleable iron, and moves the lumps of metal about, so that the entire mass may be equally heated. If this were not done, the parts which melted first would be burned up and lost, and the quality of what remained deteriorated. The puddler's assistant takes a turn at this part of the work; and during its progress the heat is occasionally moderated by means of the "damper," or by dashing small quantities of water upon the iron. At frequent intervals, the puddling bar is withdrawn and cooled by being dipped into water. The iron dissolves gradually on the hearth, and after a time begins to heave and bubble, innumerable jets of flame bursting forth all over its surface. The desired chemical change is now going on. The hot air from the furnace sweeps over the iron and carries off a great part of the carbon, sulphur, phosphorus, and silicon contained in the pig iron. Care must be taken to prevent the metal from becoming too fluid; and as soon as it attains a pasty consistency, the heat is moderated. Meantime, the puddler uses his rod vigorously; and as the metal now begins to "dry," the labor of moving it about is increased. The metal at length seems to curdle and become granular. As it then ceases to give off carbonic oxide, the heat of the furnace is again raised, and the particles of metal begin to adhere together. From this point the chief puddler undertakes and completes the operation. As the metal agglutinates, it becomes very difficult to move. The puddler has to exert himself to the utmost; and he dare not relax his efforts for a single minute, else all the previous labor would be worse than lost. Though the perspiration trickles from his face and arms, and oozes through his scanty clothing, he must toil on. His



eye is never removed from watching the contents of the furnace; and the expression of anxiety on his face indicates that the operation has reached a critical point. When the metal has attained a certain degree of consistency, the puddler divides it into five or six heaps. He then works each heap into a "ball" or "bloom." The door of the hearth is opened, and one after the other the balls are drawn out with a large pair of tongs and dragged over the floor to the "shingling" hammer. As the balls are drawn from the furnace they have a spongy appearance, and slag and other impurities trickle from them. The operation we have described occupies, on the average, about two hours; and the quantity of unrefined pig iron required to make a ton of puddled iron may be stated at from twenty-two to twenty-three hundred-weight.

It is the puddler's duty to convey the "balls" from the furnace, and to place them one by one on the anvil of the "shingling" hammer. Before the invention of the steam-hammer, a somewhat clumsy contrivance was used for squeezing the slag out of the puddled iron, and beating it into shape. Now the steam-hammer is everywhere employed for that purpose. When the puddler lays a "ball" on the anvil, he waits to see the result of the first blow, and from it he is enabled to judge of the quality of his work. The "shingler" then steps forward and takes charge of the "ball." His feet and legs are encased in iron armor, his body is covered by a stout leather apron, and he wears a mask of the same material. One stroke of the hammer makes apparent the use for this warlike attire, for it sends out in every direction jets of liquid fire, which patter against the legs of the workmen, and would inflict fearful injuries were they to come in contact with the skin. The manipulation of the ball under the hammer is severe work, and requires great expertness. The "shingler" uses a pair of tongs about four feet in length, and with these seizes the ball and turns it on the anvil every time the hammer ascends. He so manages that it assumes the shape of a brick; and the operation occupies only two or three minutes. The "shingler" passes the metal, yet at a white heat, to the "rollers," who pass it through a series of grooves in a pair of solid iron cylinders. By this means it is drawn into bars of the required size.

The iron produced by the above process is called "puddled bar," and it has to go through another operation before it is suited for even the commoner purposes of the blacksmith. In order to produce what is known in the trade as "common iron," the puddled bars are cut up into short lengths, and a number of these are laid in a heap of sufficient size to make a bar of any stated dimensions. They are then placed in a "re-heating furnace," and exposed to a free circulation of heat. In about half an hour the iron becomes heated to what is known as the welding point, and is then removed and passed through the cylinders as before. When the rolling is completed, the bars are taken away by boys, and cut to the desired length by means of a circular saw, which passes through the metal with astonishing rapidity and with a hideous noise. The bars are then straightened on an iron plate, stamped with the maker's name, and allowed to cool. From the moment the iron is taken out of the reheating furnace till the bars are ready for the market, the utmost expedition is required on the part of the workmen; and their operations, especially when witnessed at night, form one of the most interesting sights connected with the manufacture of iron. When a finer quality of iron is required, another welding and rolling are given to it. These repeated heatings, however, entail a considerable loss of material—equal, we believe, to eight or ten per cent. for each heat. In making the best quality of malleable iron, it is usual to refine the pig iron before putting it into the puddling furnace. The refining is done in a furnace specially constructed for the purpose; and the process consists in fusing the iron with coke, and thus ridding it of a large proportion of its impurities.

The quantity of malleable iron used in making machinery, building ships, and for other purposes, is immense, and from year to year the workers in that material have been called upon to produce heavier pieces of work than formerly; and it is gratifying to find Scotch firms occupying the foremost place among the makers of gigantic smith-work. The heaviest forgings required for the largest war and mercantile vessels afloat have been made at Glasgow. When the Great Eastern was building, it was feared that no firm would be found willing to undertake the forging of her shafts; but the Lancefield Forge Company, of Glasgow, accepted the task, and executed it in a most satisfactory style. The shafts for the steamers of the Cunard, Peninsular and Oriental, and Royal Mail Companies, as well as for the Achilles, Black Prince, Monarch, and other ships of the British navy, and also for the war ships built by Messrs. Napier & Son for foreign governments, were made at Parkhead Forge, Glasgow, by Messrs. Rigby and Beardmore. The heaviest piece of work produced at this forge was the crank-shaft of the Monarch—an immense war ship, which is in course of construction at Chatham. When the shaft left the hammer, it weighed thirty-two tons, and when finished it measured twenty-three and one-half inches in diameter. It was feared that the passage of such a heavy and compact mass over the bridges on the public road would not be safe, and some difficulty was experienced in arranging for its conveyance to Chatham. The North British Railway Company undertook to carry it, and the

journey to the railway station and thence was safely accomplished, a special train being run for the purpose.

The Parkhead Forge is an extensive establishment, giving employment to seven hundred men and boys; but in consequence of the heavy nature of the work, the proportion of boys to men is smaller than in other branches of iron manufacture. The buildings cover several acres of ground, and are built in a most substantial style. On approaching the entrance to the forge, the visitor is startled by the vibration of the ground under his feet, caused by the incessant blows of the steam-hammers; and a peep inside reveals a scene of extraordinary activity. We shall briefly describe what came under observation as we were shown through the work by one of the proprietors, and thus endeavor to convey some idea of what goes on in the place. The first department we entered was the rolling-mill, which is three hundred feet in length and one hundred and fifty in breadth. At one end of the mill are ranged twenty-two puddling furnaces, and half a dozen reheating furnaces. The rolling and other machines are driven by a pair of horizontal engines of three hundred horse-power. The fly-wheel of the engines is eighteen tons in weight, and it makes one hundred revolutions in a minute. The steam is supplied by fourteen vertical boilers, heated from the puddling furnaces. The iron is first rolled into bars, then cut up, reheated, and either rolled into ship and boiler plates or wrought into pieces suitable for the forge. At one time the firm devoted attention to the making of armor plates, and their specimens stood the test of competition with those of English makers most creditably; and but for the want of convenience for carrying the plates—the nearest railway being a mile distant—Messrs. Rigby & Beardmore would have obtained a fair share of patronage from our own and other governments. The machines are capable of producing plates eight inches thick, and some of the plates made of that thickness have weighed twelve tons each. At some of the puddling furnaces a new invention was being tested, and we were told that the most satisfactory results were being produced by it. Its object is to hasten and render more perfect the puddling process, by injecting a current of air at high pressure into the furnace. This is done by making the puddling bar hollow and affixing to the outer end of it an india-rubber tube communicating with a powerful air-pump. The patentee is Mr. Richardson, of Glasgow; and the advantages gained by the contrivance are that a charge of the furnace can be puddled in fifteen minutes less than the time required by the usual process, and that the iron produced is purer and tougher.

The forge or smithy is nearly as large as the rolling-mill, and its fittings are of the most gigantic kind. There are two steam-cranes, capable of lifting fifty tons each; four, forty tons each; and four, twelve tons each; and these are so arranged that a shaft or other piece of work may be passed from one to the other all over the shop. There are fifteen steam-hammers, varying in weight from seven tons to two. Finished shafts—that is, finished so far as the hammering was concerned—were lying about in all directions, and so delicately had these been operated upon by the hammers that the surfaces were so smooth that turning would seem to be almost superfluous. Yet they were destined, before leaving the place, to be fitted into a lathe and turned with the greatest exactness. In the heating furnaces and under the hammers were a dozen more heavy jobs in the shape of crank-shafts, rudder frames, and such like; and as these were in all stages of progress, a glance at them made plain the whole process of forging. In making a crank-shaft, for instance, a piece of iron eight or ten feet long, and of suitable diameter, is used as a “haft” or handle. At one extremity it is fitted with cross-bars or levers by which it may be turned on its axis; and the other end is shaped conveniently for having smaller pieces of iron welded to it. The welding end is placed in a furnace, and in about an hour and a half is raised to a welding heat. The crane by which the iron is moved about is fitted with a chain collar or sling, in the loop of which the iron rests. The collar works in a pulley attached to the chain of the crane, and moves easily; so that the shaft may be readily turned on the anvil. When the proper degree of heat is attained, the stopping of the furnace is removed, the steam-crane put in motion, and the gigantic bolt is swung on to the anvil of the steam-hammer. Several large slabs of iron, similarly heated in another furnace, are then brought out and laid on the “face” of the “haft.” A signal from the head forgerman, and the hammer drops upon the glowing mass, and a dazzling shower of sparks fly off in all directions. Again and again the hammer descends, the iron meantime being carefully moved about, so as to have the whole wrought into a homogeneous mass. Gradually, the iron assumes a dull color, but not before the desired end is obtained. It then goes back to the furnace, comes forth glowing, has another addition made to its bulk; and so on. The most difficult part of the work is the formation of the crank piece, which is forged solid, and forms a huge square projection on one side of the shaft. When the shaft has acquired the proper dimensions, it is allowed to cool, and the haft piece is cut off to be used again. As the shafts are turned down until a good surface is obtained, an extra inch or so is allowed in the forging. The heaviest work on hand at the time of our visit were the shafts for two iron-clad rams which are being built by Messrs. R. Napier & Sons for the British government. These shafts were upwards of fourteen

inches in diameter. All shafts are made in lengths of about twenty feet, and these are made with flanged ends, so that they may be firmly united.

For dressing and finishing such huge pieces of iron as we have described, special and costly appliances are necessary. These are located in the machine shop, an apartment one hundred and fifty feet in length and fifty feet in breadth, both sides of which are lined with turning-lathes, slotting and boring machines, and such like, of extraordinary size. One of the turning-lathes is said to be the largest in the world; and some idea of its dimensions and form may be obtained from the fact that the crank shaft of the *Monarch*, though weighing thirty-two tons, was turned in it without taxing its capabilities to the utmost. Some of the iron shavings lying about the vast machine were fully one inch broad and one-eighth of an inch thick; yet these were turned off with apparently as little effort as if the material had been wood, instead of iron. One of the boring machines is sufficiently powerful to drill a hole ten inches in diameter through a solid block of iron, and the largest slotting machine can send off chips a pound or two in weight. When the work leaves this department, it is generally quite ready for being fitted into its place.

This firm pay nearly £40,000 a year in wages; and in all departments of the establishment, 15,000 tons of iron and 60,000 tons of coal are annually used.

The "forehands" employed in the operations described above earn much higher wages than any other class engaged in the manufacture of iron; but no one who knows the nature of this work will say that they are overpaid. At the present rate of payment, a puddler working full time makes from eight shillings sixpence to nine shillings per "shift" of twelve hours; but out of that sum he has to pay his assistant or "chap" three shillings or three shillings sixpence, so that his weekly earnings, supposing him to work five shifts, are from twenty-five shillings to twenty-eight shillings. During the past year, however, trade was in such an unsatisfactory state that the average number of shifts wrought in a week did not exceed three or four. It follows that when the puddlers are slack, the men employed in the other branches of iron making are equally so. When working full time, shinglers make about £4 per week and chief rollers £5. All are paid according to piecework—so much per ton. The "forehand" shinglers, rollers, and heaters engage their own assistants and pay them out of their joint earnings; but men are so eager to learn the work in consequence of the high rate of remuneration obtained ultimately, that they are found ready to undertake the subordinate position at low wages, so that a liberal share falls to the "forehands." The work, as may be gleaned from the foregoing, is of the most arduous kind and the best constitutions cannot stand it long. One effect of the severe heat and exertion is the creation of a craving for stimulants, such as beer, which is once cool and support the workmen, and to a certain extent no man would grudge them these; but unfortunately the craving does not always cease with the work, and the consequence is that a considerable proportion of them may be set down as being of irregular habits. When their day's work or night's work is done, they are too much exhausted to devote attention to anything of the nature of mental culture, that they are not so well informed nor intelligent as the average of workmen engaged in other occupations. The forehand forgers are paid at the rate of from ten shillings to fifteen shillings per day. They require to exercise great care and skill in the manipulation of heavy forgings. A flaw in the forging of a crank might be attended by the most disastrous results to life and property. In order to prevent such a thing, every blow of the hammer has to be carefully directed, and its effect closely watched. A good forger must know something about the chemistry of iron, and also be well versed in figures. In making machinery, the greatest exactness has to be observed in the dimensions of the respective parts, and a crank made at Glasgow must be so nicely finished that when it is taken to Chatham or elsewhere it will fit exactly into the bearings prepared for it.

## SHIPBUILDING.

### SCOTCH SHIPPING BEFORE THE UNION—EFFECT OF THE UNION ON COMMERCE—ORIGIN OF STEAM NAVIGATION, AND BUILDING SHIPS OF IRON—STATISTICS OF SCOTCH SHIPPING

The shipbuilding trade of Scotland figures largely in the industrial returns of the country, the value of the vessels of all kinds built last year, even although trade was unusually dull, being close upon £3,000,000. Little is known of the early history of the trade, though it is beyond doubt that vessels were built at both Leith and Aberdeen some time during the fifteenth century. In the year 1475, three ships were fitted out at Aberdeen for the service of the King, the cost being defrayed by the inhabitants of the town. In the same year, another ship was furnished with guns, ammunition, and other warlike stores by the loyal Aberdonians; and the vessel was manned by 24 young men belonging to the town. The total cost of this ship did not exceed the equivalent of £170 in our money. It is on record that in 1511 there was built in the vicinity of

Leith "ane vari monstrous great schip called the Michael." What the dimensions of the vessel were, we are not informed—it being considered sufficient, in order to convey an idea of her size, to state that so much timber was required for her construction that "she waisted all the woodis of Fyfe, except Falkland wood, besides the timber that came out of Norway." In Rapiu's History of England it is stated that, in 1512, James IV of Scotland equipped a fleet in which was the largest ship that had up till that time been seen on the sea; and, though it is not so stated, the probability is that this ship was the one built at Leith. In the same year, King Henry VIII had constructed the largest ship ever known in England. The latter vessel was named the Regent, and her burden is stated to have been one thousand tons. It is asserted by some writers that the Regent was a copy in every respect of the big ship built by the Scotch King. These two vessels were much larger than any others then in existence; and England possessed only three ships, in addition to the Regent, which were over four hundred tons. The vessels which traded along the coasts or to the continent were of small size, and the greatest geographical discoveries were made by men who ventured forth in ships of from forty to sixty tons. The vessels belonging to the port of Leith in 1692 were twenty-nine in number, with an aggregate burden of one thousand seven hundred and two tons, or an average of fifty-nine tons; and it is probable that all or most of these ships were built at the port. The shipping trade of the Clyde has sprung from a very small beginning. In a report on the revenue of the excise and customs of Scotland, written in 1651, it is said of Glasgow that, "with the exception of coligiuers, all the inhabitants are traders—some to Ireland, with small smiddy coals in open boats from four to ten tons, from whence they bring hoops, rungs, barrel-staves, meal, oats, and butter; some to France with plaiding, coals, and herrings, from which the return is salt, pepper, raisins, and prunes; some to Norway for timber." A few traders had by that time ventured as far as Barbadoes, but had not met with success. The mercantile genius of the Glasgow people was stated to be strong; but, in consequence of the shallowness of the Clyde, no vessel of any size could approach within fourteen miles of the city. Their cargoes had therefore to be transhipped into boats and cobs, and thus carried up to town. In the year mentioned, the merchants of Glasgow owned twelve ships, the aggregate burden of which was nine hundred and fifty-seven tons.

When the Darien scheme was set afloat, the traders of Glasgow, who had already experienced the advantages of commerce, went heartily into the speculation, many of them embarking their all in the venture. The last expedition in connection with the scheme sailed from Rothesay in September, 1669. It consisted of four frigates, conveying one thousand two hundred emigrants. The unhappy fate of this great national enterprise is well known. The commerce of Glasgow received a shock from which it took many years to recover, and nearly fifty years elapsed before the merchants of the city came to possess any shipping of their own. The Union, from which they hoped no good, opened up new fields of enterprise for them; and as they had no vessels to take advantage of these, they had to charter some belonging to the northern ports of England. After a time, however, they found themselves in a position to have ships built for themselves. The first of these, measuring only sixty tons, was constructed at Greenock, and in 1718 made her first trip to Virginia and Maryland, with which States a trade in tobacco leaf had sprung up. From that time the commerce of Glasgow has enjoyed almost uninterrupted success. In the beginning of the present century a trade was opened up with the East Indies and other distant countries; and now the commercial connections of the city extend to every land under the sun. The spirit of enterprise which has brought about such happy results in this respect, was early and most successfully applied to home manufactures; and few, if any, cities of the world have made such rapid and substantial progress in commerce and industry as Glasgow. No branch of trade which could be made remunerative has been neglected, and not a few branches have been developed into specialties which confer a worldwide reputation on the city and its now noble river.

The steam and sailing vessels built on the Clyde are unsurpassed in strength, speed, or beauty, by any produced elsewhere. The impetus given to this trade by the revival of commerce which followed on the union was chiefly confined to the lower reaches of the river, where sufficient water could be obtained to float the vessels. As the deepening of the river proceeded, the shipbuilding trade crept up nearer to Glasgow, and the size of the vessels was increased. While the operations for deepening the Clyde were going on, James Watt was perfecting his improvement on the steam-engine; and a number of persons in Scotland and America were engaged in solving the problem of propelling vessels by steam. The inventors were successful; and, though the honor is one that has been much disputed, the Clyde is now generally admitted to have been the cradle of steam navigation. The history of the invention is full of interest; and as Scotland played a chief part in it, we shall briefly state how it was brought about, drawing mainly from the history of steam navigation compiled by Mr. John Timbs.

In the Commissioners of Patents' Museum, at South Kensington, is "the parent engine of steam navigation," the history of which is briefly as follows: For some years prior to 1787, Mr. Patrick Miller, of Dalswinton, Dumfriesshire, had experimented with



double and triple vessels propelled by paddle-wheels, worked by manual labor. In some experiments made in 1786 and 1787, he was assisted by Mr. James Taylor, tutor to his sons; and at the suggestion of Taylor, it was determined to substitute steam-power for manual labor. For this purpose, early in 1788, Taylor introduced Symington, the eminent engineer, who had, the year before, patented his "new invented steam-engine on principles entirely new;" and Symington applied an engine, constructed according to his invention, to one of Mr. Miller's vessels—which is the engine now at South Kensington. In October, 1788, the engine, mounted on a frame, was placed upon the deck of a double pleasure-boat, twenty-five feet long and seven feet broad, and connected with two paddle-wheels, one forward and the other abaft the engine, in the space between the hulls of the double boat. This engine propelled the vessel along Dalswinton lake at the speed of five miles an hour. The engine is of the class known in the early history of steam machinery as the "atmospheric engine," in which the piston raised by the action of steam, and then, on a vacuum being produced beneath by the condensation of the steam, is forced down again by the pressure of the atmosphere. Numerous projects had been proposed and several attempts had been made to propel vessels by steam-power, commencing with an experiment said to have been made in the year 1543; but the whole of the projects and experiments previous to the application of Symington's engine proved valueless for any practical use. The result of the experiments with this engine, and with a larger one subsequently made on the same plan by Mr. Miller, demonstrated to Symington that a more simple arrangement of the parts forming a steam-engine was required before steam-power could be practically applied to navigation.

In 1801 Symington was employed by Lord Dundas to construct a steamboat; and having by his former failures learned what was required, he availed himself of the great improvements made in the steam-engine by Watt and others, and constructed an improved engine, in combination with a boat and paddle-wheel, on the plan which is now generally adopted. This boat, called the Charlotte Dundas, was the first practical steamboat; and for the novel combination of all the parts Symington obtained letters patent on the 14th October, 1801. In this vessel there was an engine worked by steam acting on each side of the piston, and then discharged from the cylinder into a separate condenser; the rectilinear motion of the piston was converted into rotary motion by a connecting rod and crank; and the crank was united to the axis of Miller's improved paddle-wheel. Thus had Symington the undoubted merit of having combined together for the first time those improvements on which is founded the present system of steam navigation. The speed, when running alone and not towing other boats, was six miles an hour. "The use of this vessel," says Dr. Macquorn Rankine "was abandoned, not from any fault in her construction or working, but because the directors of the Forth and Clyde Canal feared that she would damage its banks. Yet the man in all Britain who possessed, at that time, the greatest practical experience of the working of canals—the Duke of Bridgewater—was not deterred by any such apprehension from ordering, in 1802, eight similar vessels from Symington, to be used on his canal. The death of the Duke of Bridgewater, early in the following year, prevented the execution of that order." It gives an amusing and suggestive insight into the popular view of these surprising changes in the methods of propelling vessels, to remark that a poetical saddler in Kirkintilloch thus described his thoughts when he saw the Charlotte Dundas pass along the canal with two vessels in tow:

"When first I saw her in a tether  
Draw twa sloops after ane anither,  
Regardless o' the win' an' weather'  
Athwart her bearin':  
I thought frae hell she had come hither  
A privateerin'."

The widow of Mr. Taylor received, in recognition of his efforts to introduce steam navigation, a pension from government of £50 per annum; and in 1837 each of his four daughters received a gift of £50 through Lord Melbourne. About the year 1825 Symington memorialized the lords of the treasury, when £100 was awarded to him from his Majesty's privy purse; and a year or two afterwards a further sum of £50. The poor inventor hoped that the allowance would be repeated annually, but his hopes were defeated. He received a small sum from the London steamboat proprietors, and kind relatives contributed to his support in the decline of life. This was all that was awarded to the inventor of "the first practical steamboat" in the great country of the steam-engine.

Many attempts have been made, and much misrepresentation used to obtain credit for Fulton, the American engineer, the credit of first using steam locomotion on the water. He certainly did not fail to profit by the labors of others. Although Fulton possessed much inventive genius, and had been engaged with Chancellor Livingston, who was at the time minister for the United States in Paris, in the construction of vessels to be propelled by steam, still he never accomplished anything until after he had seen the vessels of Symington.



Among the persons who had been acquainted with the experiments of Mr. Miller and his associates on the Forth, was Mr. Henry Bell, of Glasgow, who had been the medium of communication between Fulton and the Scotch coadjutors, and had sent to Fulton drawings of Mr. Miller's boat and engines. Some time after Fulton wrote to Bell to say that he had constructed a boat from the drawings; and this prompted Bell to turn his attention to the introduction of steam navigation in his own country. He accordingly set to work, but had to make several models. At length he put one into the hands of Messrs. John Wood & Co., of Port Glasgow, who from it built for him a vessel of forty feet keel and ten feet six inches beam. This vessel he fitted with an engine and paddles, and christened the *Comet*, from the circumstance of a brilliant comet appearing towards the latter end of the year 1811, in which she was launched. Bell was enabled to turn his boat to profitable account; for, being a builder, he had erected a bath-house and hotel at Helensburgh, a watering place on the northern bank of the Clyde, and he employed the *Comet* to convey passengers across the river, and thus derived a double advantage from it. The *Comet* began to run in January, 1812. She was moved at first by mere paddles, and attained a speed of five miles an hour; but Bell substituted wheels, with four paddles of the malt-shovel form. The engine, which was of four-horse power, was made by Messrs. Anderson, Campbell & Co.; and Mr. David Napier, then a workman, was employed in making the boiler. The *Comet* was lost in one of the dangerous channels in the West Highlands. Her engine, after lying in the sea for a number of years, was recovered; and at the meeting of the British Association in Glasgow in 1840 it was exhibited as a curiosity. Soon after the success of the *Comet* had been proved, Mr. Hutchison, of Glasgow, had a vessel built by Mr. Thompson, an engineer who had been engaged in some of Bell's experiments. This vessel was larger than the *Comet*, being fifty-eight feet long, twelve feet beam, and five feet deep; engines, ten-horse power. She was named the *Elizabeth*, and performed the distance between Greenock and Glasgow.

In 1813, a Mr. Dawson, an Irishman, and Mr. Lawrence, of Bristol, attempted to run a steamer on the Thames, but succumbed to the opposition of the Thames watermen. This boat was sent soon after to ply between Seville and San Lucar, in Spain. Another vessel, the *Margery*, of about seventy tons, which was built on the Clyde, was taken south, along the east coast of Scotland. When she reached the Thames, the English fleet were at anchor, and she passed close by. "The extraordinary apparition," we are told, "excited a great commotion among officers and men; none of them had ever seen a steamer before, and by some of them she was taken for a fire-ship." She made her first trip from London to Gravesend on the 23d January, 1815, and continued to run between the two places during the following summer, but was frequently laid up for repairs. The *Margery* continued for several years to ply as a pioneer steamer on the Thames. She was followed by another vessel, about seventy-five tons burden, with engines of sixteen-horse power, and wheels of nine feet diameter. This vessel was also built on the Clyde. When launched, she was called the *Glasgow*; but that name was afterwards altered to the *Thames*.

In 1818, so much had the principle of steam navigation spread, that besides the vessels in the Thames, there were two on the Trent, four on the Humber, two on the Tyne, one on the Orwell, (Harwich,) eighteen on the Clyde, two on the Tay, two at Dundee, six on the Forth, two at Cork, two on the Mersey, three on the Yare, one on the Avon, one on the Severn, and two to run between Dublin and Holyhead. There were other steamers in active employment in Russia, France, Spain, and the Netherlands, and a large number on the rivers of the United States. Up to this period, although there had been isolated voyages by sea from one station to another, there had been no regular passages made. The delay which was often experienced by the sailing packets in traversing the stormy channel between Holyhead and Dublin, suggested the adoption of steam to avoid this loss of time. The first steam vessel that was employed on the open sea was the *Rob Roy*, a ship of about ninety tons burden, and thirty-horse power, the property of Mr. David Napier, of Glasgow. This vessel Mr. Napier appointed to run between Glasgow and Belfast, a passage which she performed during the stormy months of winter, although steamers had only been out previously during the summer season; and after running for two years there, she was transferred to the Dover and Calais passage as a government packet. In the following year, Mr. Napier employed Messrs. Wood to build a vessel named the *Talbot*, of one hundred and eighty tons burden, with two engines of thirty-horse power each. The *Talbot* was soon after followed by the *Ivanhoe*, and these were the finest and most complete vessels of the time. They were placed on the Holyhead station to run between that port and Dublin, and assist the sailing packets which carried the mails; but such was their speed and regularity that they soon superseded the packets.

The use of iron in shipbuilding was commenced in Scotland in 1818, when the passenger boat *Vulcan* was built for the Forth and Clyde Canal Company by Mr. Robert Wilson. Two small boats had been built of iron in England before this time, but with these exceptions, we believe, the *Vulcan* was the first iron vessel ever built. The builder of the *Vulcan* had great difficulties to contend with, and in an account of the build-

ing of the vessel, which he wrote to a friend, he said: "There was no iron angle in those days, nor any machinery, except an old-fashioned piercing machine, a cast iron grooved block to form the ribs, a smith's fire; and one foot knee'd at a heat was considered good work." The vessel was designed by the late Sir John Robison, of Edinburgh, and was so substantially constructed that, we believe, she is still in existence, and doing duty. From time to time, within the past dozen years even, inventors have come forward and patented what they fancied were improvements in the construction of iron ships; but when the way to prosperity seemed clear before them, an examination of the old Vulcan had shown that they had been forestalled, and consequently the patent became null. Two patents relating to the keels of iron vessels were canceled when the keel of the canal-boat was examined. The Vulcan was nearly becoming remarkable for another reason than her being the first vessel built of iron. Mr. Robert Wilson Bridgewater Foundry, Patricroft, in the year 1827, when residing in his native place Dunbar, exhibited to Mr. Thomas Wilson, the builder of the Vulcan, a working model of a vessel propelled by a screw at the stern, and also by side paddle-wheels—the whole propelled by clock-work, and so arranged that the side-wheels and stern-propeller could be worked alternately. This model was afterwards exhibited to the governor and council of the Forth and Clyde Canal Company, by Mr. Thomas Wilson, he having obtained it from the inventor on the understanding that he would advise them to alter the Vulcan passage-boat into a steam vessel, to be propelled by a screw at the stern. The governor and some of the directors were favorable to the scheme; but the proposal was strenuously resisted by others, who were of opinion that machinery could not be made to supersede horse-power for drawing vessels on the canal. The Cyclops, another canal boat, constructed of iron by Mr. Wilson, was converted into steamer, propelled by a paddle-wheel placed in the stern. The Cyclops steamed between four and five miles an hour, and plied between Port Dundas and Alloa.

The following figures will illustrate the growth of Scotch shipping: In 1656 the number of vessels belonging to Scotch ports was 137, measuring in the aggregate 5,73 tons, which gives an average of about forty-two tons. In 1760 there were 999 vessels of 53,913 tons in the aggregate, or an average of fifty-four tons. An immense increase took place in the forty years following; and in 1800 there were 2,415 ships, carrying 171,728 tons, averaging a fraction over seventy-one tons, and employing 14,820 seamen. The number and size of the vessels went on increasing, and on 31st December, 1840, there were 3,479 ships of all kinds, the aggregate tonnage of which was 429,204, the average being over 123 tons, and the number of seamen 28,428. Ten years later the numbers were: sailing ships, 3,432; aggregate tonnage, 491,395; average, 143 tons; steamships, 169; aggregate tonnage, 30,827; average, a fraction over 182 tons. During the next decade a great change took place in the size of the ships, consequent on the extension of foreign trade and the improvement of harbors and docks. The total number of sailing ships in 1860 was 3,172, being 260 fewer than in 1850; but the tonnage showed an increase of 60,817, so that while the average tonnage in 1850 was 143, in 1860 it was nearly 175. The number of steam vessels had increased in 1860 to 314, with an aggregate tonnage of 71,579, the average being 228. On 31st December, 1866, the number of sailing vessels of and under 50 tons registered in Scotland was 1,030, with an aggregate tonnage of 31,218; above 50 tons, 1,922 vessels, with a tonnage of 610,710. The number of steam vessels of and under 50 tons was 130, with a tonnage of 3,452; above 50 tons, 340; tonnage, 136,470. The returns for last year have not yet been made up.

#### PROGRESS OF STEAM NAVIGATION—SHIPBUILDING ON THE CLYDE—VISIT TO THE ESTABLISHMENT OF MESSRS R. NAPIER & SONS.

Before the invention of steam navigation, the shipbuilding trade of the Clyde had attained considerable importance; and the builders did not neglect the opportunity afforded them by the application of steam to propelling vessels for greatly increasing their trade and effecting improvements in their models. There was a pause, however, while the steam vessels first constructed were on probation; and up till the year 1830, not more than 5,000 tons of steamboats had been built on the Clyde. From that time the trade rapidly increased. Several companies were formed for running steam vessels between Glasgow and Liverpool, Dundee and London, and on other routes; and a spirit of competition arose which resulted in a great improvement in the form, and increase in the number, size, and power, of steamships. The directors of the East India company were induced, by the achievements of the vessel built on the Clyde for other companies, to have two large steamers constructed by Mr. Robert Napier, of Glasgow. These gave so much satisfaction that, in 1839, Mr. Napier received another order, this time for a vessel with engines of four hundred and twenty horse-power. Though the practicability of constructing vessels of iron had previously been successfully tested, it was not until the year 1838 that it was used in the hull of any vessel of large size. In that year, Messrs. Tod & Macgregor built two iron steamers, the Royal Sovereign and the Royal George, for the trade between Glasgow and Liverpool. It was predicted b

minent seafaring men that these vessels would prove failures; but the prediction was not realized, as the steamers were found to possess all the good qualities of ships, besides advantages peculiar to themselves.

The first steamship that crossed the Atlantic was the *Savannah*, which made the voyage in 1819, from New York to Liverpool, in twenty-six days; but not until 1838 did a steamer attempt the voyage. It was not believed that steamships could be regularly employed in the route between Britain and New York, in consequence of the small carrying power being, according to the notions that then prevailed, insufficient for the coal which would be consumed on the voyage. In a lecture delivered at Liverpool in December, 1835, Dr. Lardner is reported to have said that the project of the voyage direct from Liverpool to New York was perfectly chimerical, and they might as well talk of making a voyage from New York or Liverpool to the Moon.

When the project of establishing steam communication between the Old World and the New was started, Valencia was chosen as the most convenient port of departure for the regular service. A company was formed, and an act of Parliament obtained in 1825 for carrying passengers between Valencia and America by way of Newfoundland. This company, after procuring the necessary powers, made the perplexing discovery that, while it was easy to get passengers from America to Valencia, to get passengers to and from London, Edinburgh, Glasgow, and Liverpool, was no joke; so they shelved their project. In 1835 they started it afresh, backed up by a railway from London to Liverpool, and the Valencia railway, but still retaining the intention of making the voyage by way of Newfoundland. Nothing came of the scheme, as, while it was being agitated, one steamer from London and another from Liverpool demonstrated the practicability of making the voyage to New York direct.

A great advance in steam navigation was made about the year 1840 by the formation of a company now known as the Cunard company, which was originated by Mr. (now Sir)

Alfred Cunard, who consulted with Mr. Robert Napier, and, along with him, formed a celebrated company, the larger number of whose original members were eminent and wealthy citizens of Glasgow. To Mr. Napier was committed the construction of the hulls and engines of the first four vessels. The hulls were constructed for and under his supervision, by Mr John Wood, Mr. Charles Wood, Messrs. Steele, and Robert Duncan, respectively, all being fitted with engines of four hundred horse-power, made by Mr. Napier.

A vast amount of capital has been embarked in the steam shipping trade during the last twenty years. Lines of steamers run to and from all the principal ports of the world, and the most formidable competitors of the railway in this country are the great steamers. As the size of the vessels has been increased, a considerable improvement has been made in the matter of speed; and in the case of those destined for carrying passengers, the fittings have come to be of the most superb and luxurious description. The Cunard, Inman, and Oriental vessels are floating palaces. Most of the vessels belonging to these companies, and to many others both at home and abroad, have been built on the Clyde.

During the seven years from 1846 till 1852, inclusive, the number of steam vessels built on the Clyde was, 14 with wood hulls, 233 with iron hulls—total, 247; of which 106 were paddle steamers, and 141 were screw steamers. The tonnage of the wooden steamers amounted to 129,273 tons, and of the iron to 129,273; the horse-power of the engines in the wood hulls was 31,593, and in the iron hulls 31,593. The total value of the vessels and their engines was £4,331,362, which gives an average of £618,766 per year for this branch of trade.

In 1861, 81 steamers were built, the aggregate tonnage of which was 60,185; the horse-power of the engines, 12,493; value of hull and fittings, £1,252,300; value of engines, £456,800. The number of vessels of all sorts built in the following year was 122, with a tonnage of 69,969. The following are the figures for the five succeeding years: 1863, 170 ships, 124,000 tons; 1864, 220 ships, 184,000 tons; 1865, 267 ships, 158,300 tons; 1866, 247 ships, 129,939 tons; 1867, 241 ships, 114,598 tons. At the close of 1865, the Clyde builders had orders on hand for 180 ships, of 130,000 tons. At the same time in 1866, they had orders for 106 ships, of 78,000 tons. They entered the present year with orders for 130 ships, of 115,124 tons. Among these were included five gunboats, and five iron-clad ships of war. In 1864, the shipbuilders on the Clyde did a lucrative business in constructing swift and handy steamers to blockade the ports of the southern States of America. A serious interruption to the trade was caused in 1866 by a lock-out of the workmen, consequent on a strike, made to enforce what the employers considered an unreasonable demand on the part of the men. It will be seen from the above figures that the trade is now regaining the ground lost by the unhappy dispute between the employers and employed.

As exhibiting the extent of the undertakings of individual firms, we give the number and tonnage of vessels which a few of them had orders for at the close of the present year: Messrs. R. Napier & Sons, four iron-clad ships of war, of 1,800 tons, and 2,140 horse-power; Messrs. Caird & Co., six screw-steamers, each of 1,800 tons, and 600 horse-power—18,000 tons, 3,600 horse-power; Messrs. Denny Brothers, five screw-steamers, one twin-screw armor-clad war ship, and five screw-steamers—

10,520 tons, and 1,970 horse-power; Messrs. Randolph, Elder, & Co., eight screw-steamers, two iron ships, and two iron lighters—10,510 tons, and 1,310 horse-power; Messrs. J. & G. Thomson, three screw-steamers, one paddle steamer, one gunboat for the British government, and one iron ship—7,700 tons, and 1,020 horse-power.

The Clyde owes much of its prosperity to the invention of the dredging machine, and the shipbuilders on its banks do a considerable trade in building dredgers. Messrs. W. Simons & Co. have at present on hand one dredger of seven hundred tons and eighty horse-power for Bristol, and one of eight hundred tons and one hundred horse-power for Ireland. Messrs. Wingate & Co. have, among their commissions, a dredger of eighty-five tons and fifteen horse-power for the Irvine Harbor trustees. Other vessels and appliances for improving navigation are also constructed on the Clyde. In 1866, Messrs. Randolph, Elder & Co. built two floating graving-docks of iron; one for the French government, to be stationed at Sargon, in Cochin China, and the other for a company at Callao. Each dock was three hundred feet long, seventy-six feet broad, and forty feet deep in the walls. The quantity of malleable iron used in each was three thousand tons, and the cost £100,000. This kind of dock is a most ingenious and useful contrivance. It is not always possible or convenient to construct a permanent dock, and the floating dock, while answering all the purposes of a stone structure, may be moved about from one place to another as required. The floating dock has hollow and water-tight sides of sufficient size to give a floating power equal to its own weight and that of the vessel placed in it. When a vessel is to be put into the dock, a series of valves in the sides of the latter are opened, and the water is allowed to rush in until the dock is sunk sufficiently low to permit of the vessel floating into it. When the vessel has been floated in, the powerful steam pumps, with which the structure is fitted, are set in motion. The buoyant powers of the dock are then restored, and in three hours the vessel is left dry.

A novel application of steam power to shipping has recently been made by one of the Clyde builders. A few months ago, Mr. Robert Duncan, shipbuilder, Port Glasgow obtained a patent for supplying auxiliary steam power to sailing vessels for carrying them through those latitudes where calms prevail on voyages to the East Indies, China and Australia. The auxiliary consists of a steam-launch, which is carried on board the sailing vessel so long as the winds are favorable; but on entering a calm region steam is got up in the launch, and she is sent to do duty as a tug, not ahead of the vessel, as is usually the case, but alongside. The first vessel furnished with an aid of this kind was the ship Niagara, of Port Glasgow, which sailed for Melbourne in September last. The Niagara is one of the largest vessels registered in the Clyde, and has on board a heavy cargo of machinery. A letter received from the captain, the other day, thus records the first trial of the auxiliary steamer:

"I arrived at Melbourne on the 20th December, after a passage of ninety-six days everything in good condition, and all in good health. I have had but one trial of the steamer, and cannot say it was under the most satisfactory circumstances, yet in some respects it was. I have proved that it is quite practicable to tow alongside with her even in a pretty heavy sea. I had not on the passage what might be called a calm, but a good deal of light weather. Our nearest approach to a calm was on the 9th of October (latitude 9° north, longitude 27° west.) There were heavy rollers coming in from the southward, making us tumble about a good deal. A ship that had been in company with us for several days had, in the light airs, stolen ahead of us nearly half down. I had many a look at her, and then at the boat, but feared to put it out, the sea being so heavy. At last, out she went with six sailors in the stern for ballast, and the carpenter as engineer, and 'let her rip.' She pulled like a fiend; and was, from the tightening of the forward and aft check and tow lines when caught by the sea, twisted in every direction. Yet she took us on end. At noon, when we set her going, the ship was barely making half a knot; and till dark, when we took her in, we were steaming fully two knots an hour. We passed our friend ahead, and left him at sundown about three miles astern."

No name is more widely known in connection with the shipbuilding trade of the Clyde than that of the firm of Messrs. Robert Napier & Sons. Steam navigation owes much to the founder of this firm and some of his relatives. They took an early interest in the subject, and bestowed no small amount of fostering care on it. It was in connection with the making and improving of marine engines that the firm first acquired a reputation; and without losing any of their pre-eminence in that department, they soon came to be equally famous as builders of steam vessels. About thirty years ago, they had received government patronage, and since that time they have executed numerous commissions for the naval authorities, not only of Britain, but of France, Russia, Turkey, Denmark, and Holland.

In 1834, the admiralty undertook experiments to ascertain the resistance of iron plates to shot. The results led to the conclusion that iron was not suited for the construction of war ships. The question was revived from time to time, however, and during the Crimean war was brought into prominent notice by the French Emperor having some iron-plated floating batteries constructed. Our government followed the



imperial example, and in April, 1855, the iron-clad floating battery, *Thunder*, was launched. This vessel had a wood hull covered with iron plates. Next year, three batteries, composed entirely of iron, were launched; but peace having been concluded before the vessels were ready, they were not called into use. Two of them, indeed, were never completed for sea; and as some experiments, made soon after they were built showed that such vessels could never be of effective service, they were condemned. One of these batteries, the *Erebus*, was built by Messrs. Napier & Sons, and the engines of that vessel, and also of the *Terror*, were made by them. This was the first experience of the firm in the construction of iron-clads. In 1859, they undertook the building of the *Black Prince*—one of the largest and finest vessels in our iron navy. In September, 1862, they launched the *Hector*, a powerful iron-plated ship on the ram principle; and in the following year they completed the *Rolf Krake* turret-ship for the Danish government. The latter became famous by her achievements during the Danoo-German war, and was the first turret-ship ever engaged in actual warfare. Three magnificent frigates of 4,221 tons each, for the Turkish government, were the next commissions of the firm in this line; and they have at present on hand no fewer than four iron-clad war-ships. Some of the largest and finest mercantile vessels afloat have also been built by Messrs. Napier. In their building-yard, engine-work, and foundry, they employ from three thousand to four thousand men and boys; and the various departments contain perhaps the finest collection of machine tools in existence.

The building yard is at Govan. One half of the workmen are employed there, and the remainder at the engine work of the firm at Lancefield and their foundry in Washington street. The workshops and offices at Govan cover a large extent of ground. In order to become acquainted with the various operations that go on in this place, the visitor must first enter the drawing "loft." We may here mention that all the lighter work is done in the "lofts" or floors over the machine and other shops. The draughtsmen delineate on paper the shape and dimensions of every rib and plate required in the construction of a vessel, and work out the internal arrangements much in the same way that an architect lays off the rooms in a house. The working drawings are passed to the molders, whose "loft" is so large that the full-sized outlines of a vessel of five thousand tons may be drawn on the floor, which is merely a gigantic blackboard. Here the drawings are enlarged to the full dimensions in chalk, so that the form of each frame or rib, and the dimensions and curve of each plate, can be ascertained exactly. Adjoining the molding loft is a workshop, the floor of which is paved with blocks of cast iron, pierced all over at regular intervals with holes about an inch in diameter. On this floor the drawings relating to the frames of the vessel are enlarged. With the exception of a few amidships, no two ribs are exactly alike, so that much care and no small amount of skill are required on the part of the workmen in this department. The ribs are formed of angle iron—that is, iron having a section like the letter L. After the floor has been prepared by placing a series of pegs in the holes bordering on the chalk line, the iron bar intended for the rib is taken out of the furnace in which it has been heating, and, by pressure against the pegs and some hammering, is brought to the required shape with great facility. After the frames and plates have been shaped, they are taken to the punching or drilling machines, by which the holes for the rivets are made. The keel, which is composed of a strong beam of malleable iron, having in the meantime been laid down, the ribs are fastened to it and covered over with the plates. The latter are secured to each other and to the framework of the ship by rivets inserted and clenched at a white heat.

In describing how an iron merchant ship is built, little would remain to be added to what we have already written; but the work which Messrs. Napier have on hand at present is of a somewhat different kind, and deserves more than a passing notice. They are building two large armor-plated ships of war for the British and two for the Dutch navy. The Dutch vessels are far advanced, and will be out of hands in a few weeks. One is a ram and the other a monitor, but both have a turret amidships. The ram is a fine looking vessel of 1,473 tons, builders' measurement. She measures two hundred and five feet in length, forty, in breadth, and twenty-four in depth. Her sides, from the deck to a depth of three feet below the water-line, are protected by a belt of iron, six inches thick amidships, and tapering to four and a half inches at the stem, and three inches at the stern. The plates are backed by ten inches of teak, within which is an iron lining half an inch thick. The turret is twenty-two feet in diameter, and rises four feet above the deck. It is composed of 8-inch plates, backed by twelve inches of teak. Below the level of the deck the turret consists of an iron framework supported on wheels which run upon a circular rail laid eight feet below the deck. In order to protect the framework and mechanism, a wall of eight-inch plates is erected round the circular "well" in which the turret stands. The stem of the vessel is of immense strength, and projects into a knuckle in the central part. It consists of one huge piece of malleable iron, weighing about six tons. The monitor is a vessel of 1,613 tons, though she is eighteen feet shorter than the ram, and not more than half as deep. She is, however, four feet broader, and the lines throughout are fuller. A belt of armor plates five and a half inches thick and five feet deep passes round her.



The turret is of the same dimensions and strength as that of the ram, but is somewhat differently constructed below the deck. Both vessels are fitted with twin-screw propellers.

The rams being built for the British navy are much larger than the Dutch vessel. They are to be named, respectively, the *Invincible* and the *Audacious*, and will be exactly alike in every respect, their dimensions being—length, two hundred and eight feet; breadth, fifty-four feet; and depth, twenty-four feet. Their tonnage will be 3,771 and the horse-power of their engines eight hundred. They will be propelled by twin screws, and will in addition be fully rigged. The form of the vessels and mode of construction is the latest adopted by government. One of the vessels is sufficiently far advanced to enable one to form some idea of their great strength and buoyancy. The construction is what is known as cellular—that is, the vessel has an outside and an inside “skin,” the space between which is divided by ribs and longitudinal webs into a series of water-tight cells, from three to four feet square. The advantage of this is that, though the vessel should sustain injury to her external skin, she shall yet remain as buoyant as ever, and can be made to leak only by piercing both the outside and inside plating. There is no keel, according to the common understanding of the term, but running from stem to stern along the central line of the vessel is a vertical plate of steel fully three feet in depth and one-half inch thick. This plate rests on, and is securely riveted to, the outside plating; and branching off to the right and left from it are the ribs of the vessel. These are composed of iron plates, of nearly the same depth as the central web, and are about four feet apart. The ribs are intersected by longitudinal plates, and the structure is further strengthened by two webs of steel similar to the central one being carried along each side of the ship. The external plating on the bottom is three-quarters of an inch thick. At a point about three feet below the water line of the vessel, the cellular structure terminates, and the armor plating commences. The armor is eight inches thick amidships, tapering to six inches forward and aft, and is backed by ten inches of teak. On the center of the deck, a square battery, protected by armor plates, will be constructed. In each vessel, about 890 tons of armor plate and about 2,400 tons of iron of other kinds will be used. One of the vessels will be completed in fifteen months and the other in eighteen months from the present time.

The operations which require to be performed in the construction of a vessel are varied, and each requires special skill on the part of the workmen. A dozen distinct branches of trade at least are represented in the building of a ship not counting the men engaged in the production of the raw material; and laborers and boys are employed to do parts of the work which do not require any special training. The following are the average rates of wages in Messrs. Napier's yard according to a return recently made to the Board of Trade: carpenters, 26s. 6d. per week of fifty-eight hours; painters, 26s. 6d.; joiners, 26s.; smiths, 26s.; fitters, 25s.; engineers, 24s.; sawyers, 24s.; riveters, 19s.; caulkers, 19s.; strikers, 16s.; chippers, 14s. 6d.; drillers, 13s. 6d.; laborers and boys, 7s. to 14s.; laborers, 14s. The number of persons employed in the shipbuilding trade on the Clyde is estimated at from eighteen thousand to twenty thousand. During the past year, the relations between the employers and employed were undisturbed by any dispute as to wages or working hours. The disastrous lock-out in 1886 to which allusion has already been made, arose out of a demand of the men for reduction of their working time from sixty to fifty-seven hours a week, and an increase at the same time of five per cent. on the wages they were receiving for working sixty hours. The masters were willing to accept fifty-seven hours' work at a proportional reduction of wages; and these terms the men accepted after being idle for several months, during which time many of them endured great privations. The master shipbuilders have formed an association for mutual protection, the men having previously been connected with various combinations. We believe, however, that Messrs. Napier have not joined the masters' association.

#### SHIPBUILDING AT LEITH, ABERDEEN, DUNDEE, ETC.—STATISTICS OF THE TRADE.

Both at Leith and Newhaven an extensive shipbuilding trade was carried on at various periods; but for a long time past no ships have been built at the latter place, and at Leith the trade has declined considerably in recent years. James IV established a royal dockyard in Newhaven, where was also a manufactory for cables and ropes in 1502. Here the war-ship *Great Michael*, of which mention has been already made, was built. Linsay of Pittscottie gives the following account of the vessel and her armament: “The Scottish King bigged a great-ship called the *Great Michael*, which was the greatest ship, and of most strength, that ever sailed in England or France; for this ship was of so great stature, and took so much timber, that, except Fackland, she wasted all the woods in Fife, by all timber that was gotten out of Norway; she was so strong, and of so great length and breadth (all wrights of Scotland, yea, and many other strangers were at her device, by the King's commandment, who wrought very busily in her; but it was a year and a day ere she was complete)—to wit, she was twelve score feet

length, and thirty-six foot within the sides; she was ten feet thick in the wall, outted joists of oak in her wall, and boards on every side so stark and so thick, that no cannon could go through her. This great ship cumbered Scotland to get her to the sea. From that time she was afloat, and her masts and sails complete, she was counted to the King to be £30,000 of expences, with tows and anchors effeiring thereto—by her artillery, which was very great and costly to the king. She beare many cannons, six on every side, with three great bassils, two behind in her deck, and one before, with three hundred shot of small artillery—that is to say, mijaud, and battert falcon, and quarter falcon, slings, pestilent serpents, and double dogs, with hagtor and culvering, cors bows and hand bows; she had three hundred mariners to sail her; she had six score gunners to use her artillery; and had one thousand men of warre, by her captains, skippers, and quartermasters. When this ship passed the sea and was lying in the road of Leith, the king gart shoot a cannon at her, to essay her if she was wight; but I heard say it deared her nocht, and did little skaith."

In 1544, the shipping of Leith was represented to be prosperous. After the union, a line-of-battle ship, the *Fury*, was built at the old Sandport, the site on which the custom-house now stands. Within the recollection of many persons yet alive, the shipbuilding in Leith was one of its most important branches of industry. In 1840, two steamers, larger than any then afloat, were contracted for and successively launched by the Messrs. Menzies. About the same time, other ships of the largest size were launched from Leith yards, which led many to suppose that this port was to keep the lead in shipbuilding. Contrary to expectation, the trade of wooden shipbuilding has gradually declined. The well known character of the Aberdeen "clippers," and the celebrity of Clyde-built ships, diverted the trade partly to the north, but more particularly to the west, and many of the Leith carpenters were thrown out of work, and compelled to seek employment elsewhere. A few years ago, the well known firm of Messrs. S. & H. Morton, makers of the patent slips of more than European reputation, commenced to build iron ships; but after completing a few steamers, a sailing ship, and one or two dredgers, the trade came to a temporary stand. It is right, however, to say that the business of shipbuilding has not been abandoned by the firm, but is conducted by them in conjunction with the other departments of their trade. At the present time, the only vessels on the stocks in Leith are three small wooden vessels. Though this be the state of matters, there are a good many ship-carpenters employed in the port repairing vessels, some afloat and others in dry docks. This class of artisans are more in demand during the winter and spring, in reclassing and otherwise improving ships laid up during the winter months, and in overhauling vessels arriving from long voyages. There are six graving docks, all of which are generally occupied. The last constructed (the Prince of Wales graving dock) is capable of receiving the largest ship in the merchant service, except the *Great Eastern*.

A number of vessels have been built at Granton, and since the construction of the patent slip there, in 1852, a considerable trade in repairing vessels of all kinds, but chiefly of steamers of a large size, has been carried on. Mr. James Liston is about to establish a yard at this port for building yachts, for which class of vessels the Forth is a splendid cruising place, and Granton harbor a most convenient shelter. The shipping trade of Granton has come to be very extensive. Last year upwards of one hundred thousand tons of coal were shipped at the wharf.

Aberdeen is one of the oldest shipping places in the kingdom. We have already noticed the fitting out of war-ships by the loyal inhabitants of the city in the fifteenth century, and might add much more about the early maritime relations of the port. Before the invention of steam navigation, the coasting trade was carried on by smacks, small vessels which made tedious voyages and met with frequent mishaps. A voyage in one of those vessels from Leith to Wick was regarded, especially in the winter time, as being a much more perilous undertaking than a voyage to America would be at the present time. It was no uncommon thing for the vessels to knock about the coast for weeks without making fifty miles of progress. When a gale came on, they ran into the nearest port, and did not venture out again until the storm had passed and the direction of the wind favored them. The building and repair of the smacks formed a considerable item in the shipbuilding trade of the country up till thirty or forty years ago, and Aberdeen had not only a fair share of business in that line, but acquired a celebrity for producing fast sailing and strong vessels. At the beginning of the century, there were as many building yards at Aberdeen as there are at present; and the Halls and the Duthies were laying the foundation for that reputation in the trade which their descendants have for some time enjoyed. The early builders had many difficulties to contend with, the chief of which was the want of convenient ground to build their vessels upon. There were no building yards or slips, and the work was carried on upon the beach. The extension of commerce, and the consequent increased demand for ships induced the builders at Aberdeen, as elsewhere, to undertake vessels of greater and greater tonnage. The year 1816 was a memorable one in the trade, as in it was launched the *Castle Forbes*, the first vessel built expressly for the Indian trade, and the largest that had been built at the port up till that time. The *Castle Forbes* was a

local wonder on account of her size, though she was only of four hundred and thirty-nine tons measurement. About twenty ships, having a gross tonnage of two thousand seven hundred and seventy, were launched in 1817; and next year twenty-two, measuring three thousand three hundred tons, were built.

Since the time referred to, the trade has been much extended, chiefly by the enterprise of the late Mr. Alexander Hall, who introduced the "clipper" mold of vessels. Until about thirty years ago ships were built according to a conventional model, which would appear to have been held sacred against attempts at improvement. Bluff bows, a full stern, heavy sides, and massive rigging were the characteristics of this ideal of the shipbuilders. With the increase of commerce, however, swift-sailing vessels came to be demanded, and the old notions gave way to the requirements of the times. It did not need a profound knowledge of natural philosophy to discover that the speed of a vessel might be increased by making her bows more acute; but though the fact could not fail to be known, it was acted upon only to a limited extent. Mr. Hall, who commenced shipbuilding about seventy-five years ago, was a most energetic man, and came to have an extensive business in the construction of vessels for the Indian and other branches of foreign trade. He paid great attention to the forms of his vessels; and having come to appreciate the value of the sharp-bowed or "clipper" model, he, in the year 1839, built the *Scottish Maid*, a vessel of one hundred and forty-two tons, and in her demonstrated the advantages of sharp lines. The vessel attracted much attention, and soon afterwards the Aberdeen shipbuilders became famous for their "clippers." The shipping firms engaged in the Australian emigration trade got a considerable number of vessels built at that port. Mr. Hall was succeeded in business by his sons. Perhaps the best known vessel that they have built was the *Schomberg*, completed in 1854, for Messrs. James Baines & Co., of Liverpool. A description of this vessel, illustrated by diagrams, appears under the article "Shipbuilding" in the "Encyclopædia Britannica." Constructed specially for the Australian passenger trade, the *Schomberg* was built and fitted up with the best materials, and when she was ready for sea, was regarded to be one of the finest as well as largest vessels afloat. Her length was two hundred and sixty-two feet; breadth, forty-five feet; depth, thirty feet; and tonnage, two thousand six hundred. The frames of the vessel were of British oak, and the planking consisted of four layers of Scotch larch, each two and a half inches thick. The first two layers were laid on in a diagonal position, passing down one side of the vessel and up the other, beneath the inside keel. The third layer was put on in a perpendicular position, and also passed under the vessel; and over this the outer layer was fixed horizontally. By this crossing of the planking great strength was obtained. The vessel, which cost £42,000, sailed for Australia in 1854, and was unfortunately wrecked on Cape Otway, on the one hundred and eighty-fourth day after leaving Liverpool. One or two vessels of nearly similar size and build have since been turned out; but these commenced their career and have been pursuing it without attracting special attention. The general substitution of iron for wood as a material for building ships of a large size has had its effect upon the trade of Aberdeen, and now the achievements of the "clippers" built there have ceased to be spoken of in terms of wonder. The "clipper" form is almost universal, and has reached its highest development in the China traders built on the Clyde, the homeward voyages of which are among the most interesting commercial events of the year. The Aberdeen builders have not, however, fallen off in prosperity, as they have complied with the requirements of the day and taken to building ships of iron, and of a combination of wood and iron. An extensive trade is also done in repairing wooden vessels, for which there are special facilities at all the yards. The three principal shipbuilding firms—Messrs. Alexander Hall & Sons, Messrs. John Duthie & Sons, and Messrs. Walter Hood & Co.—have their premises at Footdee, and one or two small yards are located on the Inches. The tonnage of the vessels built in 1863 was one thousand two hundred and thirty; in 1865, nine thousand seven hundred and one; in 1866, nine thousand two hundred and twenty-four; and in 1867, twelve thousand one hundred and twelve. A number of large vessels are at present on hand. Upwards of one thousand persons are employed in the trade. Carpenters receive twenty-two shillings per week of fifty-seven hours. Apprentices are taken at the age of fourteen years, and their wages average seven shillings per week over the term of five years, which they require to serve. Most of the journeymen mechanics are married and occupy houses in the neighborhood of the yards. They are on the whole a steady lot of men, and those of them who have been trained in the locality are better educated than workmen of the same class elsewhere. The best feeling exists between them and their employers, and for many years past no attempt at combination for trade purposes has been made.

Shipbuilding has long formed an important branch of the industry of Dundee, and even at the beginning of the present century the number of vessels built for the coasting and over-sea trades was large. These vessels were all built of timber, and propelled by sails. The number and size of the vessels built gradually increased until about 1856, when wooden shipbuilding may be said to have reached the height of its prosperity. In that year the *Eastern Monarch* was built by Messrs. Alexander Stephen

& Son. That vessel measured 1,248 tons British measurement, was classed fourteen years A 1 in Lloyd's Register, and was one of the largest, if not the largest, of her class then afloat. At that time there were six firms who built timber vessels, whereas at present there are only two who do so exclusively. A considerable number of vessels are also built on the Tay, at Perth, Newburgh, and Tayport. Iron shipbuilding was introduced in Dundee in 1838, when Messrs. James Carmichael & Co. built an iron paddle-steamer named the *Caledonia*, intended for the river traffic between Dundee and Perth. A small iron schooner was also built by this firm. These vessels attracted great attention at the time, there being few iron vessels then afloat. No other iron vessels were built till 1840, when several iron paddle-steamers were built by Mr. Peter Borrie. Mr. Borrie, however, was not commercially successful, and was so compelled to abandon the trade. Between 1842 and 1854, none but wooden vessels were built in Dundee; but in the interval the iron shipbuilding trade had been taken up by other ports, so that although Dundee was early in the field, that advantage was lost. In the latter year the firm of Messrs. Gourlay Brothers & Co. commenced to build iron vessels and the trade since has steadily increased, there being now two firms which build entirely with iron, and one which uses iron for the framework. The largest iron vessel yet built in Dundee is named the *Dundee*, and measures 1,295 tons register. She was built by the Messrs. Gourlay, and is owned by Messrs. Gibson Brothers & Co., of Dundee.

Steamship building was commenced in Dundee in 1823, when a paddle vessel named the *Hero* was built for the traffic between Dundee and Perth; and in 1834 this branch of trade was energetically taken up by Mr. Peter Borrie in conjunction with Mr. Thomas Adamson. The steamers were built of wood, but in 1840, as has been mentioned, Mr. Borrie commenced to construct iron steamers. The first screw steamer built was launched from the building yard of Mr. John Brown in 1851. Since the Messrs. Gourlay began the iron shipbuilding, they have turned out a large number of steamers, many of which have been vessels of considerable value, fitted for carrying mails and passengers; and such have been supplied to several of the leading steamship companies. Until the year 1865 all the vessels built in Dundee had been constructed either of wood or iron, but in that year Messrs. Stephen & Son began to build ships with a combination of these materials. Such vessels are known as composite, the frames, keelson, stringers, tie plates, and beams being of iron, and the planking, keel, stem, and stern posts of timber. At present there are only five shipbuilding firms in Dundee, viz: Messrs. Stephen & Son, Messrs. Brown & Simpson, Dundee Shipbuilding Company, Tay Shipbuilding Company, and Messrs. Gourlay Brothers & Co. Since January, 1861, the Messrs. Stephen have launched 3,272 tons of wooden sailing vessels, 5,621 tons of screw whalers, and 1,848 tons of composite sailing vessels. The yard of this firm was destroyed by fire about four months ago, when two large vessels, which were nearly completed, were consumed. For a long period prior to that time the average number of hands employed by the firm was about two hundred and twenty; but now there are only twenty apprentices in the yard, all the journeymen having been thrown out of work by the disaster. The yard has not yet been got into working order. Messrs. Brown & Simpson are now principally engaged in building iron vessels. Since 1861 they have turned out 6,105 tons of all sorts of vessels (including two on the stocks;) the Tay Shipbuilding Company, (including a vessel on the stocks,) 4,852 tons; the Dundee Shipbuilding Company, (including two vessels on hand,) 4,283 tons; the Messrs. Gourlay, (including an iron steamer on the stocks,) 15,320 tons. The total tons of all sorts of vessels launched and on hand from 1861 till June, 1867, was 41,564 tons, representing a value of £627,000, or £104,500 annually.

The shipbuilding trade has not been so dull in Dundee for thirty years as at present; and in two of the yards only a few men are employed, the majority being engaged in repairing vessels. Most of the vessels on the stocks being built for sale. Since the stagnation of trade has set in, wages have been reduced about twenty-five per cent. Carpenters are receiving twenty shillings per week for new work, and twenty-two shillings for old; blacksmiths, from twenty-two shillings to twenty-three shillings; joiners, from twenty shillings to twenty-three shillings; and riveters, from twenty-three shillings to twenty-six shillings. The average number of men and boys employed in the five yards is upwards of six hundred, being about three hundred less than the number employed in September last.

During the past four or five years a thriving shipbuilding business has been carried on at Abden, near Kinghorn, by Mr. John Key, who has turned out a number of fine steamers of large size. One of these, recently launched, was a vessel of 2,000 tons, and four hundred horse-power, for the Peninsular and Oriental Company. Her dimensions were: length, two hundred and eighty feet; breadth, thirty-six feet; depth, twenty-eight feet. She was fitted up in a splendid style for one hundred and five first-class passengers, and fifty second-class. Before commencing shipbuilding, Mr. Key had an extensive engineering business at Kirkcaldy. His marine engines are well known for many good qualities, and for them he has obtained orders both from our own and the French government. When Mr. Key proposed to commence shipbuilding, he wished to set up his establishment on a piece of waste ground near Kirkcaldy harbor, as by doing so he



would be able to establish a close connection between the engineering and shipbuilding departments of his business. Instead of meeting Mr. Key in a spirit of liberality as an encouragement to him to establish a new and important branch of trade in the town the harbor authorities, we believe, tried to drive a hard bargain with him; and the result was that he chose the site which his building-yard now occupies. Mr. Key employs about two hundred men in his foundry, and three hundred and fifty in his shipbuilding establishment. The River Tay, the first iron steam vessel built specially for the whaling trade, was launched by Mr. Key the other day. The vessel is the property of Messrs. Gilroy Brothers & Co., Dundee, and her dimensions are: length, one hundred and forty-five feet; breadth thirty feet, and depth eighteen feet six inches; she is bark-rigged, and is 608 tons British measurement; she is divided into six water-tight compartments, and her hull is constructed of extra strong iron to withstand the pressure of ice; her bow is also fortified with oak inside; and along the engine, boiler, and line-room space she has a double skin.

The following detailed return of the number and tonnage of vessels built in Scotland during the year 1866 will show the extent of the shipbuilding trade in that year at all the ports: vessels above fifty tons—Aberdeen, twelve wooden vessels, tonnage 7,560 two composite vessels—i. e., partly of wood and partly of iron—tonnage 2,799; two iron steam vessels, tonnage 1,212; in all, sixteen vessels—total tonnage, 11,571. Alloa, two wooden, tonnage 497. Arbroath, one wooden, tonnage 97. Ardrossan, three wooden tonnage 297. Ayr, three wooden, tonnage 428. Banff, twenty-one wooden, tonnage 3,123. Borrowstounness, three wooden, tonnage 421; one iron steam-vessel, tonnage 277—total, four vessels and 698 tons. Dumfries, two wooden, tonnage 232. Dundee two iron, tonnage 998; three wooden, tonnage 853; three composite, tonnage 2,284 two iron steam vessels, tonnage 1,200; two wooden steam vessels, tonnage 662—total twelve vessels of 5,997 tons. Glasgow, seventeen iron, tonnage 11,168; seven wooden tonnage 966; ten composite, tonnage 6,778; eighty-five iron steam-vessels, tonnage 47,816; two composite steam-vessels, tonnage 1,406—total, one hundred and twenty one vessels of 68,134 tons. Grangemouth, two wooden, tonnage 279; one composite tonnage 674—total, three vessels of 953 tons. Granton, one wooden, of 99 tons. Greenock three iron, tonnage 3,614; four wooden, tonnage 354; one composite, tonnage 879; ten iron steam vessels, tonnage 9,429—total, eighteen vessels of 14,276 tons. Inverness five wooden, tonnage 1,034. Kirkcaldy, two iron steam-vessels of 1,934 tons. Kirkwall one wooden, tonnage 97. Montrose, seven wooden of 1,563 tons. Perth, fourteen wooden of 2,644 tons. Peterhead, eight wooden of 1,320 tons. Port Glasgow, eight iron of 6,041 tons; sixteen iron steam-vessels of 4,648 tons—total, twenty-four vessels of 10,689 tons. Troon, one wooden, 1,113 tons. Wigtown, two wooden vessels, tonnage 472.

## RAILWAYS.

### ORIGIN AND PROGRESS OF RAILWAYS IN SCOTLAND—THE "INNOCENT RAILWAY."

Railways, strictly speaking, do not form a branch of industry; and yet no record of the industrial progress of the country would be complete without some reference to them. They are most important aids to the convenience and enjoyments of civilized life, and exercise a fostering influence on all arts. No better proof of their importance could be given than that afforded by their rapid extension and the amount of capital invested in them. It is only forty-two years since the sanction of Parliament was given to the construction of the first public railway wrought by locomotives in Britain—the Liverpool and Manchester line; and at the present time there are upwards of fourteen thousand miles of railway in the country, the annual receipts of which amount to nearly £40,000,000. Few towns of any note are beyond convenient distance of the iron road. It has been carried across plains, through valleys, beneath hills, and over rivers, no natural difficulties being allowed to stand in the way of its extension to the centers of population and trade. Night and day trains rush to and fro incessantly—this laden with passengers, that with cattle, and the other with goods or minerals. The scream of the engine-whistle and the rattle of the wheels on the rail are sounds familiar to most ears; and the safety and precision with which the traffic is conducted are known by experience to nine-tenths of the population. The number of persons who traveled by rail in the United Kingdom during last year was close upon three hundred millions.

Though the term "railway" is now employed almost exclusively to designate the whole system and appliances of a firm or company which conveys passengers and goods by steam-power over a road laid with rails, there were railways long before the locomotive was invented. In the early years of the seventeenth century wooden rails were laid down on the roads leading from some of the coal-pits at Newcastle to the quays and for more than a hundred years no attempt was made to improve upon these, except to the extent of fixing thin plates of iron on the upper side of the wood wheel-track. The first rails made wholly of iron were cast at Colebrook Dale Iron Works in 1767. These were found to possess such a decided advantage over the wooden rails that the



came into general use at the collieries, and ingenious men set about improving their shape and extending their use. The idea of laying rails along the public highways had not yet dawned on the mind of any one, though in several quarters wheel-tracks formed of stone were in existence, and had been known in Italy for centuries. In the year 1808 parliamentary powers were obtained for the construction of the first public railway in Scotland. This was a tramroad, nine and a half miles in length, extending from Kilnarnock to Troon. The rails, of which there were two lines, were of cast iron, fixed in stone blocks. The railway cost £50,000, and was opened for traffic in 1812, the carriages being drawn by horses. A few years afterwards an attempt was made to use a locomotive on the line, but without success. The Troon railway was constructed at the expense of the Duke of Portland, for the improvement of his Ayrshire estates. Having been adapted to locomotive traffic, it is now leased and wrought by the Glasgow and Southwestern Company, and, in proportion to its mileage, is the most remunerative line in Scotland. The Carron Iron Company early established a railway in connection with their works, and thereby reduced their carrying expenses from £1,200 to £300 per month. Rails were also laid down at the principal collieries in Mid-Lothian, Fife, Lanark, and Ayr, a number of years before locomotives were introduced. It was proposed to form a railway of the same kind from Glasgow to Berwick in 1810, and the ground was surveyed by Telford, who estimated the cost at £2,926 per mile; but the work was never commenced. The formation of a railway from Edinburgh to Dalkeith was begun in 1826, and the line opened for traffic in 1831, the late Mr. James Jardine, of Edinburgh, being the engineer. The railway is still in existence, but has undergone a great change. It was originally constructed for the purpose of conveying coal, manure, and other heavy material, and with that view branches were sent off to the principal coal-fields of Mid-Lothian, and also to Leith and Musselburgh; but passenger traffic soon became the chief source of profit. The railway was formed of cast-iron plates of what are known as the fish-bellied pattern, and up till 1845, when it was purchased by the North British Railway Company, was wrought by horses. The length of the line and branches was fourteen miles; and so numerous were the curves that eleven miles had to be traveled in order to get to Dalkeith from Edinburgh. Toward the close of its horsey days, when railways wrought by locomotives became common, this railway, with its lumbering carriages, slow-paced steeds, and noisy officials, was laughed at as an old-fashioned thing; but many persons have pleasant recollections of holiday trips made over the line. Then as now people took advantage of the fast days to spend a few hours outside the city, and it was no uncommon thing for the Dalkeith railway to bear away four or five thousand on such occasions. Musselburgh races were also a fruitful source of revenue to the line. The passenger carriages were a sort of hybrid between the old-fashioned stage-coach and the modern omnibus, and in summer the outside seats were the most popular.

Mr. Robert Chambers, in one of his essays, gives a sketch of this line under the name of "The Innocent Railway," in which he says:

On arriving at the St. Leonard's depot—about the spot where Scott locates the Deans family—you are at once ushered into a great wooden carriage, where already perhaps two or three young families, under the care of their respective mammas, have taken up their quarters. But probably you prefer an outside seat—for there are outside seats on the Innocent Railway—and so you get mounted up in front beside the driver, or else upon a similar seat behind. Your companion is perhaps a farm-servant, or a sailor, or one of those numerous indescribable blue-and-drab men who live about Dalkeith and have a great deal to say about markets. An open carriage, full of fish-women from Fisherrow, is placed judiciously in the rear; and there they sit, smoking their pipes or counting their money in their tenfold laps—the labors of the day all past—nothing now to be done but to cruise home by the Innocent Railway, 'in maiden meditation fancy free.' Singly and in groups come up the passengers, country people most of them, with a great tendency to cotton umbrellas and bundles, but also a sprinkling of more lady and gentleman-like personages. There being only one set of carriages, with one set of charges, the conductor makes an eye selection of passengers for a certain set of seats, and contrives to gratify most without offending any. The carriage begins to move. But even after its movement has commenced you can hardly be said to have taken leave of the station. There is always a woman with some children seen running after the carriages, flagrant and sudorific, in a needless fright at the idea of being left behind, and who has to be taken in, juveniles and all, during the pause which is made before descending the tunnel. This reminds me, by-the-by, to say that nobody is ever too late for the Innocent Railway. One day we had started from Fisherrow up the inclined plane, when a washerwoman, with a huge bundle of clothes upon her back, was seen making after us along the line, occasionally waving a hand, in the hope of its prevailing upon the conductor to stop. We thought the poor woman had no sort of chance of making out her passage; but, wonderful to say, she overtook us, burden and all, at a place where a short pause is made a mile and a half forward. The Innocent Railway has a great consideration for such of the dilatory as heroically persevere. The first pause, while the rope is fixing for the tunnel descent, suffices to

take in the perspiring female and family. There is a second stoppage—quite leisurely at the bottom, to detach the rope and yoke the horses to their respective carriages. Off they then go, trotting at a brisk pace past Duddingston Loch; but we have advanced above a quarter of a mile, when a lady with a parasol and ten handboxes seen waiting for us at a cross-road; and there is of course a pause to get her taken. This accomplished, on we go again; but lo, ere we have gone another mile, we have stop at another cross-road to let off a farmer. Once more in motion, we advance rather briskly—that is, at the rate of about eight miles an hour—in order to make up for the time; but this has not lasted half a mile, when we meet the carriages proceeding the other direction. Such are the incidents which mark a passage by the Innocent Railway. \* \* \* A few more minutes bring us into the station at Fishburn. The passengers land in a place like a farm-yard, where ducks and hens, and a lough dog, and a cottager's children, are quietly going about their usual avocations, undreaming that they are within fifty miles of such a thing as machinery. And ends the journey of exactly four miles and three-quarters by the Innocent Railway. On consulting your watch, you find it has required exactly forty minutes. And now my co-mates, I would ask if a railway of this simple and primitive character be not something infinitely better than your whisking locomotive line, where you never have leisure to look a moment about you? There cannot, in my opinion, be a shadow of a comparison between the two. By the Innocent Railway you never feel in the least jeopardy; your journey is one of incident and adventure; you can examine the crops as you go along; you have time to hear the news from your companions; and the by-play of the officials is a source of never-failing amusement. In the very contemplation of the innocence of the railway you find your heart rejoiced. Only think of a railway having a board at all the stations forbidding the drivers to stop by the way to feed their horses, under a penalty of half a crown—the 'way' being altogether only a few miles! Just conceive a railway where the carriages have barefooted boys to come off and run on in advance to change the switches! Or imagine any other railway on earth where such a circumstance as the following could take place. During the pause of a Musselburgh up-train at the bottom of the tunnel, a quiet looking man, seated on the back of the carriage, said to a friend whom he recognized on the front of the next behind, 'Is the charge for this railway raised lately?' 'No.' 'Why, I have paid sixpence.' 'You should only have paid fourpence.' The inquiring party asked for an explanation of the driver, who came up at the moment. An answer was given in a voice that made the quiet man shrink up into half the space—'Didna I tell you at Fisherrow that I couldna gie ye change till we got up to the toon-n-n!'

Railways, as they now exist, are the result of many years of experiment and much anxiety and cost; and there has been perhaps more controversy in connection with the claims of railway and locomotive inventors than in the case of any other mechanical contrivance. The rail was invented more than a century before the steam-carriage, yet, singularly enough, the contrivers of the first locomotive did not think of using it on a railway. James Watt has recorded that, in 1759, his friend Dr. Robison, who was then a student at Glasgow College, suggested that the steam-engine might be employed in moving wheeled carriages on the highways. Watt does not seem to have acted on the hint until the year 1784, when he took out a patent for an adaptation of the steam engine to the propulsion of land carriages. He apparently had not much hope that anything could be achieved by such a contrivance, for he stated that "a carriage for two persons might be moved with a cylinder of seven inches in diameter when the piston had a stroke of one foot and made sixty strokes in a minute." So little did he regard his invention, and so averse was he to the use of high-pressure steam, that he never built a steam-carriage; but his friend and assistant, Mr. William Murdoch, constructed, in 1784, a working model of a locomotive which, though only fifteen inches in length attained a speed of six or eight miles an hour. This was the first locomotive in Britain and it is preserved in the Patent Museum. In 1802 Messrs. Trevithick & Vivian, of Camborne, in Cornwall, patented a steam-carriage for common roads, and two years afterwards they constructed a locomotive for the Merthyr Tydvil Railway. This was the first steam-engine applied to locomotive purposes in Britain, and the leading features of it were essentially the same as those of the railway engines of the present time. For twenty years after, however, little progress was made in working out or extending the use of steam-engines on the railways. A number of machines had been devised, but one after the other they were set aside. In 1814 George Stephenson made a locomotive for the Killingworth Colliery Railway. It could draw thirty tons at the rate of four miles an hour, and was regarded as a great step in advance. An engine of the same kind was used on the Stockton and Darlington Railway, opened in 1825 and of which Stephenson was engineer. This engine may be seen at Darlington Station, where it has been set upon a pedestal. The number of cranks and rods about the machine give it a complicated appearance, and it looks odd in contrast with the engines that have superseded it. When the Manchester and Liverpool Railway was being constructed in the years 1826-9, so little was known either as to the capabilities or

railways or the most advantageous mode of working them that the directors and engineers had some difficulty in deciding whether the line should be wrought by fixed engines or by locomotives. It was ultimately decided to use locomotives, and the directors offered a premium of £500 for the best locomotive that could be produced in accordance with the following conditions: That the chimney should emit no smoke, that the engine should be on springs, that it should not weigh more than six tons, or four tons and a half if it had only four wheels, that it should be able to draw three times its own weight, and not cost more than £500. Four engines were entered to compete for the prize, and the trial of these, on the 15th September, 1825, was one of the most interesting incidents in the history of railways. George Stephenson's "Rocket" won the day. It drew three times its own weight, or twelve tons fifteen hundred-weight, at an average speed of fourteen miles an hour, and attained a maximum velocity of twenty-nine miles an hour.

Before the experiments on the Liverpool and Manchester railway few engineers would admit the possibility of a locomotive engine attaining a speed of over ten miles an hour. The theory of friction and velocity as bearing on the matter was little known, and nobody seemed to think its study to be essential in developing the new mode of locomotion. Practical men engaged in forming the earlier railways and constructing the locomotives had very indistinct ideas as to the ultimate result of their work. They neglected first principles, and consequently wrought at a great disadvantage. Though George Stephenson is said to have predicted that there was no limit to the speed of a locomotive engine, there is no proof that he was acquainted with the principles to which we have alluded; rather it is probable that he spoke in that spirit of enthusiasm natural to inventors. Towards the close of last century certain experiments were made to discover the laws of friction and velocity, and the result of these, though bearing directly on the working of railways, was entirely overlooked by the promulgators of steam locomotion, and the writers on the subjects of roads and railways. In December, 1824, when engineers and mechanics were uniting their efforts to the production of railways and locomotives, with which a distance of ten miles an hour might be accomplished, the late Mr. Charles Maclaren wrote a series of papers in the *Scotsman*, in which he drew attention to the experiments referred to, and demonstrated in the clearest manner that the friction of a sliding or rolling body is the same at all velocities, and that a speed of twenty miles or more might be realized on railways. Mr. Maclaren's essays attracted much attention in the scientific world, and threw a new light on the labors of the railway engineers. The papers were reprinted in various forms, and obtained a wide circulation in Britain and America, and also on the continent—having been translated into French and German. The editor of the *Mechanic's Magazine*, in commenting on the competition of locomotives on the Liverpool and Manchester railway, in 1829, prefaces an extract from one of the papers by the remark that—"The *Scotsman* had the honor, four years ago, of first bringing forcibly under public notice the advantages derivable from locomotive carriages on railways. In 1851, the *Economist*, in referring back to Mr. Maclaren's papers, said of them that 'they prepared the way for the success of railway projectors.'"

Not only did Mr. Maclaren anticipate the achievements of railways in the matter of speed, but he foreshadowed their general utility and the effect they would produce on society. Mr. Maclaren thus urged the importance of a high rate of speed on railways:

"In speaking of twenty miles an hour, it is not meant that this velocity will be found practicable at first, or even that it should be attempted. No complex invention can be perfect at the moment of its birth; and our object at the present time should be to make the best use of our present means. Every man who knows anything of the history of the art will readily believe that railroads and locomotive engines have yet to receive many improvements. His vision must be narrow who considers the results of the first rude trials as fixing the boundaries of the new power thus put into our hands, and he must see far indeed who can define its ultimate limits. Mechanical skill has accomplished a hundred things at the present day which the practical men of the preceding generation would have derided as chimeras. In proportion as the mechanism of the railroad and the engine is perfected the engineer will feel his way toward a more rapid rate of movement; for it is probable that all the advantages of the locomotive engine will be found to depend on the practicability of employing a high velocity."

Mr. Maclaren had also formed a pretty sound idea of what was necessary in the passenger carriages of railways, and it is a matter of regret that some of his suggestions were not acted upon. The passenger carriages on the American railways are, in several important respects, exactly what is here proposed:

"In the construction of the steam-coach the object should be to unite the highest practical velocity with as many comforts and accommodations as possible. With this view, perhaps, a form analogous to that of the steamboat and track-boat would be the best. It might, for instance, consist of a gallery seven feet high, eight feet wide, and one hundred feet in length, formed into ten separate chambers ten feet long each, connected

with each other by joints working horizontally, to allow the train to bend where the road turned. A narrow covered footway, suspended on the outside over the wheels on one side, would serve as a common means of communication for the whole. On the other side might be outside seats, to be used in fine weather. The top, surrounded by a rail, might also be a sitting-place or a promenade, like the deck of a track-boat. Two of the ten rooms might be set apart for cooking, stores, and various accommodations; the other eight would lodge one hundred passengers, whose weight, with that of their luggage, might be twelve tons. The coach itself might be twelve tons more; and that of the locomotive machine, eight tons, added to these, would make the whole thirty-two tons. Each of the short galleries would rest upon four wheels, and the whole would form one continuous vehicle."

He thus estimated the advantages to nations and to individuals which would result from the extension and perfection of railways:

"When the steam-coach is brought fully into use, practice will teach us many things respecting it of which theory leaves us ignorant. With the facilities for rapid motion which it will afford, however, there is nothing very extravagant in expecting to see the present extreme rate of traveling [ten miles per hour] doubled. We shall then be carried at the rate of four hundred miles a day, with all the ease we now enjoy in a steamboat, but without the annoyance of sea-sickness, or the danger of being burned or drowned. It is impossible to anticipate the effects of such an extraordinary facility of communication when generally introduced. From Calais to Petersburg or Constantinople, for instance, would be but a journey of five days; and the tour of Europe might be accomplished in a shorter time than our grandfathers took to travel to London and home again. The Americans, with their characteristic ardor for improvement, are now collecting information about railways and locomotive machines in England, and to them these inventions will prove of inestimable value. It is pleasing indeed to think that at the moment when the gigantic republics of the New World are starting into existence, the inventive genius of man is creating new moral and mechanical powers to cement and bind their vast and distant members together, and to give to the human race the benefits of a more extended and perfect civilization. Nor ought we to overlook the additional security which an opulent and highly improved country will in future derive from the facility of its internal means of communication. Were a foreign enemy, for instance, to invade England, five hundred steam-wagons could convey fifty thousand armed men in one day to the point assailed; and within one week it would be easy, by the same means, to collect half a million at one spot, all quite fresh and fit for action. We cannot scan the future march of improvement; and it would be rash to say that even a higher velocity than twenty miles an hour may not be found applicable. Tiberius traveled two hundred miles in two days, and this was reckoned an extraordinary effort. But in our times a shopkeeper or mechanic travels twice as fast as the Roman Emperor, and twenty years hence he may probably travel with a speed that would leave the fleetest courser behind. Such a new power of locomotion cannot be introduced without working a vast change in the state of society. With so great a facility and celerity of communication, the provincial towns of an empire would become so many suburbs of the metropolis—or rather the effect would be similar to that of collecting the whole inhabitants into one city. Commodities, inventions, discoveries, opinions, would circulate with a rapidity hitherto unknown, and, above all, the intercourse of man with man, nation with nation, and province with province, would be prodigiously increased."

Though Mr. Maclaren's papers made considerable stir in the scientific world, they were evidently regarded with a jealous eye by the men directly connected with railways, and it was only after his predictions had been realized that the correctness of his reasoning was admitted; but then, also, men came forward and disputed the honor with him, though they had not the slightest proof to show that they were entitled to it. When Mr. Maclaren was ridiculed for his views, those men were silent; but when he came to be praised, they claimed the praise, and affected to feel honored by the ridicule. Mr. Nicholas Wood, of Killingworth, published a book on railways in the year after Mr. Maclaren's essays appeared, and, though he was strongly in favor of locomotives, he said, with evident allusion to Mr. Maclaren: "It is far from my wish to promulgate to the world that the ridiculous expectations, or rather professions, of the enthusiastic speculatist will be realized, and that we shall see engines traveling at the rate of twelve, sixteen, eighteen, twenty miles an hour. Nothing could do more harm towards their general adoption and improvement than the promulgation of such nonsense." We do not require to point out that the "ridiculous expectations of the enthusiastic speculatist" have been more than realized.

While one set of inventors devoted their attention to the perfecting of a locomotive engine for railways, another set were busy devising steam-coaches to run on common roads. The latter met with many discouraging failures, and though a number of ingenious and costly machines were got to work tolerably under favorable circumstances, there were obstacles to their introduction to general use which could not be overcome. Among the Scotch mechanics who devoted attention to the subject were Messrs. T.



Burstall and John Hill, of Leith, who produced a road steamer in the construction of which many improvements on previous inventions were introduced. About the year 1829 Mr. Goldsworthy Gurney brought out a steam-carriage which met with considerable favor, though it presented few features not embraced in other machines of the kind. In 1831 one of these carriages ran on the road between Gloucester and Cheltenham. Obstructions were thrown in the way of introducing such machines, however, and Mr. Gurney petitioned Parliament, and a committee of inquiry was appointed. The report of the committee was favorable to Mr. Gurney, and the success of his carriage led, in 1834, to the formation in Scotland of a company to run steam-carriages on the common roads. The road between Glasgow and Paisley was the first chosen for the operations of the company; but the steam-coaches had not been long in operation when the boiler of one of them exploded, killed a number of persons, and put an end for the time to all attempts at steam locomotion on the turnpike roads. At present, the only steam-engines on the roads are traction engines for drawing heavy loads. Some of these are by Scotch inventors, and the most perfect, perhaps, that has yet been produced is the road-steamer invented by Mr. R. W. Thomson, civil engineer, Edinburgh, of which a notice recently appeared in the Scotsman.

#### PROGRESS OF RAILWAYS IN SCOTLAND—THE RAILWAY MANIA—THE GREAT SCOTCH COMPANIES.

The first promoters of railways do not seem to have reckoned much on the carrying of passengers as a source of revenue, for we find that of the fifty-three railways in Britain, for the construction of which parliamentary powers had been obtained prior to 1830, only fifteen undertook the conveyance of passengers. Nearly all were connected with mines or quarries, and were wrought either by horses or fixed engines. Ten of the fifty-three railways sanctioned were Scotch, but of these two were abandoned. The aggregate length of the others was ninety-seven and a half miles, and the total of the original capital £469,705. During the ten years from 1830 to 1840 eighty-one railway bills were passed, of which twelve related to Scotland; but one of the proposed lines was abandoned. The length of those proceeded with was one hundred and ninety-one and one-fourth miles, and the capital £3,122,133. The most important of these railways were the Dundee and Arbroath; Arbroath and Forfar; Glasgow, Paisley, and Greenock; Glasgow, Paisley, Kilmarnock, and Ayr; and Edinburgh and Glasgow. The next decade was marked by a great extension of railways, and the union of numerous minor lines into systems. Enterprising promoters of new railways filled the public mind with golden dreams, and money was readily poured out on the most unpromising schemes. A railway-speculation fever spread over the country, which reached its height in 1845 and 1846. In the former year two hundred and twenty-five railway bills were laid before Parliament; but of these only one hundred and twenty were passed. Among the latter were fifteen relating to Scotland, thirteen being for new railways and two for alterations on existing lines. The total length of the railways sanctioned was four hundred and thirty-six and a half miles, and the original capital £6,424,000, with borrowing powers to the extent of £2,140,331. Seven of these railways were over twenty miles in length, namely, Aberdeen, Caledonian, Dundee and Perth, Edinburgh and Hawick, Edinburgh and Northern, Scottish Central, and Scottish Midland. In 1846 between five and six hundred railway bills were brought before Parliament, and of these two hundred and seventy-two were passed, many of them in a reduced or modified shape. Of the bills passed, fifty-eight related to Scotland. Only a few were for the construction of new independent lines, the remainder being for extensions, alterations, amalgamations, and deviations. The formation of four hundred additional miles of railway in Scotland was, however, sanctioned, the original capital of which was £11,362,980, with borrowing powers to the extent of £3,736,464.

Popular excitement was most intense on financial matters during the years referred to. Many fortunes were made, and many wrecked, amid the vicissitudes of the railway mania; and the domestic history of the period is marked by numerous incidents of a painful nature. The spirit of the time was admirably satirized by the late Professor Aytoun, in his famous sketch of "How we got up the Glenmutchkin railway, and how we got out of it." As affording an indication of the extent to which the speculative mania was carried it may be mentioned that in the end of 1845 no fewer than six hundred and twenty projected lines of railway were before the public, the capital required for the construction of which was £563,203,000. In addition to those lines, there were six hundred and forty-three schemes afloat, the prospectuses of which had not been registered. Of the capital subscribed for the railway bills presented to Parliament in 1846, £121,255,374 was subscribed in sums of £2,000 and upwards. Tempted by plausible prospectuses, and glamored by the fair speech of designing "promoters," thousands of persons embarked their all in the purchase of shares in railways which never did and never could get beyond paper; and the natural result followed—that the simple trusting ones were in many cases reduced from affluence to poverty. The railway mania was the golden age of swindlers; but it cast a shadow on many homes, and cut short the



career to prosperity and distinction of many a father and son. Individuals suffered, but the country has profited immensely by the energetic manner in which railways were undertaken and completed by the enthusiasts of twenty years ago, though probably not to the extent it would have done had the vast sums of money invested been judiciously expended. In Scotland, as elsewhere, a check was given to the extension of railway by the disastrous results of over speculation; but as soon as a degree of confidence in railway investments was restored in the public mind, the work was resumed, and continued to make steady progress until a year or two ago, when the finances of several of the great companies got into confusion, and certain awkward revelations were made which tended to shake public confidence once more. Several extensions which had been sanctioned by Parliament were suspended after operations for their execution had actually commenced; and perhaps at no time during the past twenty years has there been less work on hand in the way of railway making than at present.

The latest official returns relating to railways refer to the state of matters as existing on 31st December, 1866. At that date there were in Scotland forty-eight railways the aggregate length of which was two thousand two hundred and forty-four miles. The authorized capital was £50,104,794 by shares, and £17,024,623 by loans—total £67,129,417. The amount paid up on shares and on debenture loans outstanding at the date of the return was £53,078,798. Of the forty-eight railways, all, except three, are either leased or worked by one or other of the following companies: Caledonian, Glasgow and Southwestern, Great North of Scotland, Highland, North British, of each of which we shall give a brief account in alphabetical order.

The Caledonian railway was projected about the year 1840; but the bill for its formation was severely contested during several sessions, and did not receive the royal assent until July 31, 1845. The original line was one hundred thirty-seven and one-fourth miles in length, and comprised a great fork from Edinburgh to Carnwath, a great fork from the north side of Glasgow to Carnwath, a branch from the Glasgow fork at Motherwell to the south side of Glasgow, with a subordinate branch to Hamilton, a branch from the same fork in the vicinity of Gartsherrie to the Scottish Central railway near Castlecary, and a main trunk extending from Carnwath to Carlisle. The act of incorporation authorized the company to raise £2,100,000, in shares of £50 each, and to borrow a sum of £700,000. The estimated cost of the railway was £2,100,000. The Scottish Central, Scottish Midland, Scottish Northeastern, and several other railways have been amalgamated with the Caledonian. The company further hold in lease the Alyth and the Arbroath and Forfar railways; while the Busby, Crieff, and Methven Junction, Greenock and Wemyss Bay, Montrose and Bervie, and Portpatrick railways are worked by them. The total length is six hundred and seventy-three miles. The authorized capital of the conjoint railways at 31st December, 1866, was £17,429,181 by shares, and £5,826,357 by loans—total, £23,255,538. The amount paid up on shares and on debenture loans outstanding at 31st of January, 1867, was £20,315,652. In 1866 the receipts from all sources of traffic amounted to £1,784,717, of which sum £638,376 was derived from passengers, and £1,146,341 from goods and live stock. The number of passengers, not including 7,724 holders of season and periodical tickets, was 9,127,203, carried in 113,512 trains, which traveled in the aggregate 2,699,330 miles; 900,000 head of live stock, 5,691,129 tons of minerals, and 1,830,759 tons of general merchandise were carried in 136,841 trains, which traveled 3,976,179 miles. The traffic was carried on by means of 479 locomotives, 1,068 passenger carriages and luggage vans, and 13,505 goods and other wagons.

In 1850 a number of lines in the southwest of Scotland were amalgamated under the title of the Glasgow and Southwestern railway. The main line extends from Glasgow by way of Paisley, Kilmarnock, and Dumfries, to a junction with the Caledonian railway near Gretna. There are besides a number of branches. The total length is 254 miles, and the authorized capital £8,015,100, of which £6,234,600 may be raised by shares, and £1,780,500 by loans. At 31st January, 1867, £6,287,311 had been paid up on shares and on debenture loans. The receipts from all sources of traffic in 1866 were £570,805, of which sum £189,040 was from passengers, and £381,765 from goods and live stock. The number of passengers, exclusive of 780 season-ticket holders, was 2,862,928, carried in 40,283 trains, which traveled in the aggregate 1,099,237 miles; 2,755,305 tons of minerals, and 426,131 tons of general merchandise were carried in 75,395 trains, which traversed 1,855,085 miles. The traffic was carried on by 152 locomotives, 401 passenger carriages and vans, and 56,691 goods and other wagons.

As originally authorized by Parliament in 1846, the Great North of Scotland railway was to embrace a line from Aberdeen to Inverness, with branches to Banff, Portsoy, and Burghead, the total length being one hundred thirty-eight and a one-fourth miles. It was to have formed one undertaking, with a line from Aberdeen into Forfarshire, which had been sanctioned in the preceding year. From various causes, however, the scheme was not carried out in its integrity—indeed, only a small portion of this line was constructed under the original proprietary; but lines which were formed as separate undertakings in the district have been amalgamated with it, and the Great North of Scotland is now a much more extensive concern than its original promoters contem-

plated. The more important railways that have been amalgamated with the Great North are the Banffshire, Strathspey, Formartin and Buchan, and Deeside. The total length is two hundred and eighty-nine miles, of which two hundred and eighty-four miles have only a single line of rails. The authorized capital of the conjoint railways is £3,080,393 by shares, and £1,003,019 by loans—total £4,083,412. At 31st of January, 1867, there has been paid up on shares and on debenture loans outstanding £3,638,778. The receipts from all sources of traffic in 1866 were £172,339; of which sum £87,342 was from passengers, and £84,997 from goods and live stock. The number of passengers, exclusive of 4,536 season-ticket holders, was 1,736,246, carried by 31,247 trains, which traveled in the aggregate 624,124 miles; 207,893 tons of minerals, and 313,345 tons of general merchandise were carried in 10,382 trains, which traversed 261,643 miles. The rolling stock consisted of 54 locomotives, 200 passenger carriages and vans, and 1,453 goods and other wagons.

The Highland railway comprises several undertakings, which by gradual amalgamation became in 1865 one united system under the present title. The first portion of this important system was a line from Inverness to Nairn, which was opened in November, 1855. This was followed by the Inverness and Aberdeen Junction, which extended from Nairn to Keith—the northern terminus of the Great North of Scotland railway—and was opened throughout in August, 1858. The Inverness and Nairn was amalgamated with this line in 1861. In the following year the Inverness and Ross-shire railway was opened from Inverness to Dingwall, and in 1863 from Dingwall to Invergordon. The Ross-shire line was amalgamated with the Inverness and Aberdeen Junction in 1862, and the next year an extension from Invergordon to Bonar Bridge was commenced. This, with a branch to Burghead, which was opened at the end of 1862, completed the system of the Inverness and Aberdeen Junction Company. In 1863, the direct Inverness and Perth Junction railway was opened. It consisted of a line from Forres to Dunkeld, where it joined the Perth and Dunkeld railway. The latter was amalgamated with the Inverness and Perth line the same year. A branch to Aberfeldy was made in 1834, which completed the line of the Inverness and Perth Company. The Inverness and Aberdeen Junction Company worked the Inverness and Perth line, and by the amalgamation act of 1865 these two undertakings became the Highland railway. The total length of the system is two hundred and forty-six miles, two hundred and thirty-nine of which are single. The Findhorn railway, a short line of three and a quarter miles, is worked by the Highland Company. The authorized capital of the conjoint railways at 31st of December, 1866, was £2,338,000 by shares, and £703,880 by loans—total, £3,041,880. The amount paid up on shares and debenture loans at that date was £2,225,012. The receipts from all sources of traffic in 1866 were £190,193, of which sum £108,219 was from passengers, and £81,974 from goods and live stock. The number of passengers, exclusive of 923 season-ticket holders, was 946,461, who were conveyed in 15,059 trains, which traveled in the aggregate 522,592 miles; 102,496 tons of minerals, and 146,131 tons of general merchandise were carried in 3,875 trains, which traveled in the aggregate 364,599 miles. The rolling stock consisted of 55 locomotives, 176 passenger carriages, 1,169 wagons, &c.

The North British railway is the longest in Scotland—measuring, over all, seven hundred and thirty-five miles. It extends from Perth and Dundee on the north, to Carlisle, Silloth, and Newcastle on the south, and passes across the country from Helensburgh to Berwick, sending out numerous branches and loops in its course. The railway originally consisted of a line from Edinburgh to Berwick, measuring fifty-eight miles, with a branch to Haddington four miles in length. The Edinburgh and Dalkeith railway was purchased by the company in 1845, adapted to locomotive traffic, and connected with the main line. A company had been formed, and powers obtained for the construction of a railway from Edinburgh to Hawick; and in 1845 the powers of this company were purchased by the North British, who next year got a bill passed to enable them to send out branches from their main line to Tranent, Cockenzie, North Berwick, and Dunse; and from their Hawick line branches to Selkirk, Kelso, and Jedburgh. The main line was opened on the 18th June, 1846. Further powers were obtained in the following year, and by that time the company had either constructed or held authority for a total length of one hundred and sixty-three miles of railway. Branches to Musselburgh and Peebles were the next works undertaken. The latter of these was opened in June, 1855. Since that time numerous additions have been made by new works and amalgamations, and at present the company hold in lease the Carlisle and Silloth Bay, Edinburgh and Bathgate, Peebles and Port Carlisle railways, while they work the Berwickshire, Devon Valley, Glasgow and Milngavie Junction, Leith, and St. Andrew's railways. The authorized capital of the entire system at 31st December, 1866, was £16,687,620 by shares, and £6,266,467 by loans—total, £22,954,087. At 31st January, 1867, there had been paid up on shares and on debenture loans £19,172,407. The receipts from all sources in 1866 were £1,374,702, of which sum £561,185 was from passengers, and £813,517 from goods and live stock. The number of passengers, exclusive of 6,401 season-ticket holders, was 8,196,291, carried in 158,117 trains, which traveled in the aggregate 2,577,614 miles; 4,118,943 tons of minerals, and

1,539,506 tons of general merchandise were carried in 181,839 trains, which traverse 3,571,335 miles. The rolling stock was: locomotives, 367; passenger carriages and vans, 1,261; wagons, 16,277; other vehicles, 159.

The only railways not belonging to or worked by the five companies above mentioned are the Forth and Clyde Junction, (thirty miles,) the Leven and East of Fife (nineteen miles,) and the Drumpeller railway, which belongs to the Forth and Clyde Navigation Company, (two miles.) The capital of the Forth and Clyde Junction is £192,000 by shares, and £64,000 by loan—total, £256,000. The total paid up on shares and debentures at 31st December, 1866, was £250,051. The receipts from all sources were £17,168, of which sum £5,381 was from passengers, and £11,787 from goods and live stock. The number of passengers, exclusive of 72 season-ticket holders, was 92,243, carried in 1,387 trains, which traveled in the aggregate 41,612 miles. 60,000 tons of minerals, and 32,241 tons of general merchandise were carried in 1,092 trains, which traversed 32,752 miles. The rolling stock consisted of 4 locomotives, 14 passenger carriages and vans, and 289 wagons. The capital of the Leven and East of Fife railway is £130,000 by shares, and £43,300 by loans—total, £173,300. The paid-up shares and debentures on loans were £136,170. The receipts from all sources were £15,077 of which sum £6,592 was from passengers, and £8,485 from goods and live stock. The number of passengers, exclusive of 131 holders of season-tickets, was 121,027, carried in 2,584 trains, which traveled in the aggregate 54,507 miles. The number of goods trains is not stated, but 19,687 tons of minerals and 48,429 tons of general merchandise were carried. The rolling stock consisted of 3 locomotives, 7 passenger carriages, 168 wagons and vans. The Drumpeller railway, which carries no passengers, conveyed 239,867 tons of coal, the revenue from which was £2,177.

It will be seen from the above figures that the number of passengers who traveled on the railways of Scotland in 1866 was 23,082,369, exclusive of 20,567 season-ticket holders. The other traffic comprised 345,430 cattle, 1,788,321 sheep, and 82,230 pigs; 13,195,851 tons of coal and other minerals; 4,336,512 tons of general merchandise. 771,613 trains of all kinds were run, and the aggregate distance traversed was 17,680,579 miles. The receipts from passenger traffic amounted to £1,596,135, and from goods and live stock £2,530,996—total, £4,127,131. Under the head of working expenditure we get the following facts: The maintenance of way and works of the Scotch railways in 1866 cost £387,425; locomotive power, £587,195; repairs and renewals of carriages and wagons, £142,280; traffic charges, (coaches and merchandise,) £519,053; rates and taxes, £71,872; government duty, £33,911; compensation for personal injury, &c., £16,989; compensation for damages and loss of goods, £19,829; legal and parliamentary expenses, £34,038; miscellaneous expenses, £200,494—making a total working expenditure of £2,013,087, representing an increase of £234,754 as compared with the preceding year. The proportion per cent. of expenditure to total receipts was forty-nine. There is some difficulty in ascertaining the number of persons employed about railways; but from a careful calculation we conclude that at the present time not fewer than 30,000 persons are so employed in Scotland.

Of the works in progress, the Callander and Oban railway is the most extensive. Powers were obtained in 1865 for the construction of this line, which was to extend from Callander to the town of Oban, a distance of seventy and three-fourths miles. The authorized capital is £600,000 in shares, and £200,000 on loan. An arrangement was made with the Scottish Central Company (now merged into the Caledonian) that they should subscribe £200,000 to the undertaking, and also work the line. It is now a matter of general belief that the Callander and Oban railway could never become remunerative, and it is not improbable that it will be stopped at Glen Ogle, to which point the first contract, embracing a distance of about a dozen miles, extends, and is now far advanced. In 1867 the Caledonian was empowered to construct new lines seven and a half miles in length, in substitution of a portion of a line from Dundee to Forfar, for which an act was obtained by the Scottish Northeastern in 1864. These works are being proceeded with. The Caledonian Company have also, with a view of rendering their system more efficient, constructed, or have at present in progress, a number of short branches in Lanarkshire and Mid-Lothian. Other works were contemplated by this company; but in consequence of the financial complication which resulted in the appointment of a committee of investigation, and for other reasons, powers are sought in the present session of Parliament for the abandonment of certain branches, extension of time for the construction of other authorized works, power to raise additional money, and alteration of application of moneys and terms of issue of certain unissued share and loan capital. The North British Company are also applying for powers to relinquish certain works; but, on the other hand, they contemplate several extensions, such as a new railway across the Forth at Alloa. The Glasgow and Southwestern Company have during the past year or two been forming a number of new branches in Ayrshire. One of these, nine miles in length, was recently contracted for.

The Sutherland railway, extending from the Bonar Bridge station of the Highland railway to Brora, a distance of thirty-two and one-fourth miles, is nearly completed.

and will be opened as far as Golspie (twenty-seven miles) in a few days. The capital of this line is £150,000 in shares and £60,000 on loan. The traffic will be wrought by the Highland Company, which subscribes £15,000 to the undertaking. A few years ago a number of capitalists in Caithness thought that the iron road might be advantageously extended to John O'Groat's, and a spirited movement was made to get up a railway leading from the Sutherland line at Brora to Wick and thence to Thurso. It was decided to promulgate the Wick and Thurso section first, and an act was passed in 1866 authorizing the construction of that section, twenty-one and three-fourths miles in length, the capital to consist of £130,000 in £10 shares, and £43,000 on loan. The Highland Company undertook the working of the line, and subscribed £10,000. The scheme, however, has not received sufficient support to warrant the commencement of operations for the formation of the line.

**MAINTENANCE OF ROLLING STOCK ON RAILWAYS—THE NORTH BRITISH COMPANY'S ESTABLISHMENT AT COWLAIRS—THE WORK AND WAGES OF RAILWAY SERVANTS.**

A necessary part of the organization of a railway of any extent is an engineering and carriage-building establishment, at which the rolling stock may be made or repaired. It is also necessary, on an extensive railway, to have at convenient stations workshops at which slight repairs may be executed on locomotives and carriages. Thus the North British Company have a great central establishment at Cowlairs, and workshops at St. Margaret's, Coatbridge, Stirling, Haymarket, Burntisland, Hawick, Berwick, and Carlisle. The chief establishment of the Caledonian is at St. Rollox, and the minor workshops at the Southside Station, Glasgow, at Greenock, Motherwell, Gartsherrie, Carstairs, Stirling, Perth, Edinburgh, and Carlisle. The chief workshop of the Glasgow and Southwestern Company is at Kilmarnock; that of the Highland Company at Inverness; and that of the Great North of Scotland at Aberdeen. The North British workshops at Cowlairs are the most extensive and completely appointed of the kind in Scotland, and a brief description of them will give an idea of the kind of work carried on, and also of the vast expense of maintaining in a state of efficiency the rolling stock of a railway.

Before the Edinburgh and Glasgow Railway Company was amalgamated with the North British, the chief workshops of the latter were at St. Margaret's; but the Edinburgh and Glasgow Company's workshops at Cowlairs occupied a more convenient situation; and they have been extended and adapted to answer the purposes of a central establishment for the entire North British system, and all the heavier repairs are done there. A process of centralization has been going on, and a reduction has been made in the number of persons employed in the district workshops, at which, except in one or two cases, only what are designated "running repairs" are now made. The Cowlairs works cover several acres of ground, and are arranged in two departments—one for making and repairing locomotives and tenders, and the other for building and repairing carriages and wagons. In the former about eight hundred men and boys are employed, and in the latter between four and five hundred. About twenty per cent. of the locomotives owned by any railway company are usually undergoing repairs at a time; so that there are rarely fewer than from forty to fifty engines on hand at Cowlairs. Some engines are brought in which require only a few trifling repairs, and they are turned out cured in a day or two; others give way in a vital part, and it requires weeks of work to put them right; a third class are the aged and debilitated, which can only be set going again by being fitted with a new boiler, cylinders, &c. In addition to the invalids, one or two new locomotives are generally on hand. Only the best material will stand in a railway engine, and that material can be properly operated upon only by efficient workmen. A first-class locomotive may indeed be said to be the greatest achievement of the mechanical engineer.

Like other adjuncts of railways, the locomotive has had a gradual growth to perfection. George Stephenson's "Rocket" was a clumsy toy compared with an express engine of our day. The "Rocket," with its tender, weighed seven tons nine hundred-weight, and was capable of drawing two wagons, weighing nine and a half tons, at an average speed of fourteen miles an hour. One of the North British express locomotives weighs, with its loaded tender, about forty tons, and, exerting a force equal to even hundred and fifty horse-power, can convey a load of upwards of two hundred tons at the rate of forty miles an hour. One of these engines is calculated to run about one hundred thousand miles without requiring repairs, except of a trivial kind; and the average distance run by each engine at work is one hundred and thirty miles a day. A locomotive does not break down at once in all its parts; some portions require frequent renewal, while others continue good for a number of years. Generally, the first important part of the engine that gives way is the crank-axle, which, though of great strength, is pretty sure to break after accomplishing a certain amount of work. The average distance run by an engine on the North British system before the crank-axle gives in is from eighty to one hundred thousand miles; but before that mileage is accomplished certain working parts of the engine and their bearings have



to be renewed, and once in twelve months or so the tires of the wheels have to be "turned up" on the bearing surface. The deterioration in the value of a locomotive is estimated to be three-halfpence for each mile run. A locomotive of the best kind costs upwards of £2,000, and at the end of three or four years' service requires renovation to the extent of £200 or £300. It will thus be seen that the maintenance of the locomotive power of a railway amounts to a large proportion of the working expenses. Not less a sum than £100,000 is expended annually on the repair and renewal of engines at the North British Company's workshops. The cost of new stock and the running expenses amount to an additional sum of £129,000.

Excepting the cylinders, axle-boxes, and fire-bars, there is little or no cast iron used in the construction of a locomotive, while in the passenger carriages and goods wagons only the axle-boxes and buffer cylinders are made of that material. The foundry department at Cowlairs is on a considerable scale, and in it is made all the cast-iron work required for the company's locomotives, steamboats, carriages, and wagons, as well as a considerable quantity of castings for the permanent way. About fifty men are employed in the iron and brass foundries; but their operations do not call for special notice, all the work being of a simple kind. A large quantity of malleable iron is consumed, and, with the exception of the crank-axles, all the forgings are made at the works. The smithy is an immense place, containing upwards of sixty fires, and having among its fittings four steam hammers, which are kept going constantly. A great number of bolts and rivets are required, and these are turned out by the workmen at a rapid rate. The bolts are screwed at machines attended by boys, who are paid by piece-work, and make excellent wages. One little fellow about twelve years of age is so expert that he makes ten or eleven shillings every week. In an adjoining place the making of springs is carried on. The turning and fitting shops are abundantly supplied with all the appliances of a first-class engineering establishment, and there appears to be no end to the variety of operations that are carried on in them. Upward of five thousand separate pieces of metal are used in the construction of a locomotive and the making, adjusting, and uniting of these entails, as may be supposed, a vast expenditure of pains-taking labor. The tires of the engine wheels are now for the most part made of steel by an ingenious process which dispenses with welding, and so lessens the risk of breaking. None of the engine tires are made at the work, it being found most profitable and convenient to obtain these, as well as the crank-axles, from firms who devote special attention to their production. The boiler-shop is also a large place, and in it one hundred and twenty men and boys are employed. The boiler, with the exception of the inner shell of the fire-box, are made of the best iron, in plate half an inch thick. In consequence of the intense heat of the furnace, the fire-box is made of copper of the same thickness as the iron. The boiler plates, after being shaped and punched, and bent, are riveted together by a machine which is capable of doing as much work in six hours as half a dozen men could accomplish in three days, and in a much superior style. Two men and a boy are required to work the machine. When the parts of an engine are ready for putting together they are taken to the erecting shop in which a special class of workmen called "erectors" are employed. There the engine is completed and steam got up, and thence, radiant in paint and polished brass, it goes forth a thing of beauty and of strength, ready to do good service alike to prince and peasant.

The carriage-building department comes next under notice. There, huge logs of timber are converted into carriages, wagons, and vans by the hands of upwards of four hundred workmen, aided by a large assortment of beautiful machines. The logs are conveyed by rail to the saw-mill, where they are cut by vertical and circular steam saws into planks of the required dimensions. The planks are piled in a drying-shed, and, after remaining there a certain time, are taken to the cutting-out shop, where they are planed, molded, mortised, tenoned, and bored by machines. Every piece is wrought according to a standard pattern, and little skill is required on the part of the workmen in this department. They have to make scarcely a single measurement or calculation, but simply to mark the work according to the patterns and place it on the machines. When the wood leaves this shop it is returned to the drying-shed, where it remains until required by the carriage builders. The latter occupy a vast range of workshops, in which carriages in all stages of completion may be seen. The frames of the carriages are of oak, and the planking of fir; but in the first-class carriages a good deal of teak is used. There is in all classes of carriages a considerable quantity of iron work, which is brought from the smithy in a finished state. The carriage and wagon builders have everything prepared to hand, and they have simply to put the material together. They are paid according to piece-work, and generally two or four work together and contract to build a carriage or wagon for a certain sum. The building of goods and cattle wagons is a coarser kind of work; but for these the wood is prepared in the same way as for passenger carriages. The working power is equal to producing fifty wagons and six passenger carriages a month. In the finishing department female labor is employed to some extent, such as in making the trimmings of first-class carriages, with the aid of sewing machines.



The painting shop is on a scale of vastness commensurate with the other parts of the establishment. In it the carriages are painted and varnished, and when they leave it are ready for use on the line.

So far as practicable, piecework is the rule at Cowlairs, and is attended with the most satisfactory results to employers and employed. When piecework was first proposed, some of the men demurred, until they discovered that they could thereby increase their wages by a few shillings per week; and in certain cases men are making thirty per cent. more money than they received for the same number of hours when paid according to time. Fifty-eight hours a week is the working time throughout the establishment, and the average rate of wages is as follows: Locomotive department—molders, turners, and boiler-makers, 27s. a week; smiths, fitters, and erectors, 26s.; machine attendants, 20s.; boiler-makers' assistants, 18s.; boys, from 4s. to 10s. Carriage-building department—carriage-builders and joiners, 24s. to 26s. a week; painters, 24s.; machine attendants, 15s.

No visitor to Cowlairs will fail to observe the systematic and thoroughly efficient style in which the establishment is conducted. The superintendent is a gentleman who has a complete knowledge of his business, and he is ably seconded by the heads of the respective departments. By their intelligence and zeal many labor and time-saving appliances have been introduced; and, whatever may be the cause of the smallness of the profits of the North British Railway Company, we venture to say that nothing is wasted at Cowlairs.

After a railway is made and opened for traffic, it becomes of the utmost importance to pay close attention to the permanent way; for, notwithstanding the perfection which has been attained in the making and laying of rails, fractures and displacements are not impossible, and are terribly dangerous things. There is a staff of officials whose sole business is to look after the line. These immediately repair any defect, or give warning in cases of danger. The inspector of the permanent way has got under him a certain number of sub-inspectors, to each of whom a section of the railway—generally from twenty to thirty miles long—is intrusted, and who is responsible for maintaining it in a safe working condition. Each section is divided into portions from two to three miles in length, and to each of these four or five plate-layers are allotted. One of the plate-layers acts as foreman, and is responsible for his portion of the line, every yard of which he has to examine carefully twice a day. His men traverse the line after him, replace fractured chairs, turn or remove bad rails, trim the ballast, and repair the fences. When a rail has to be turned or replaced, one of the men is sent along the line with a signal to stop any train that may approach before the operation is completed. The plate-layers are mostly drawn from the agricultural or laboring class, and they are the worst educated men employed about railways. The foremen receive 18s. a week, and the assistants 15s.

In conducting the traffic, two sets of officials are engaged—one having charge of and accompanying the trains, and the other attending at the offices or stations. Of the traveling officials the engine-driver is the most important, for on him the safety and punctuality of the train chiefly depends. A keen eye, a steady hand, and a clear judgment are essential qualities in a driver, and to these must be added the power of close application to duty. The guard having got the passengers and luggage on board the train and proclaimed "all right," the driver releases the breaks of his engine and turns on the steam. Immediately the driving wheels revolve and the train moves off. The controlling appliances are concentrated at the left-hand side of the engine, and there the driver stands with his hands on the levers which regulate the steam and the draught of the fire. His eyes are always forward, except when they glance occasionally at the steam and water gauges. He must keep a sharp look-out for signals, and at the same time work the engine so as to maintain a steady pace. In descending an incline the steam is shut off, the momentum of the train being sufficient to carry it along without assistance from the engine. A careless or incompetent driver generally makes the train travel by fits and starts. He expends his steam injudiciously on the level parts of the line, and makes no provision for the extra effort required from the engine in ascending a slope. Time is thus lost; and to make amends the fire is urged, and the passengers are by and by startled by a series of spurts, which are not only dangerous but most destructive to the engine and rails. Each driver has an assistant or stoker, whose duty is to prepare the engine for work, keep the fire up, work the breaks, and make himself generally useful about the engine. The stoker's chief care is to keep up a good supply of steam and prevent the water from falling too low in the boiler. In approaching a station, the driver shuts off the steam and applies the brakes gradually, so as to stop the train at the proper point, and in doing this he has to take into account the state of the rails; if they be wet, he must apply the brakes sooner than if they were dry, for when the rails are wet a train will run a considerable distance on a level, even though the brakes should be full on. There are many other little niceties in driving an engine which are known only to the experienced; and, though railway travelers generally may not be aware of the fact, the comfort of a journey depends a good deal on the competency of the driver. As a rule, the men on the engine occupy a small share of the thoughts of the traveling public; yet, as we have shown, they are most important func-

tionaries. In daylight and darkness, in sunshine and storm, they must be at their post. And here we may remark that it appears somewhat unaccountable that they should not be provided with shelter from the weather. On the continent and in America the engines are usually fitted with a canopy; but on the railways of this country there is no such provision; and in the winter time the poor fellows are liable to have their shoulders wrapped in snow-wreaths, while their legs are almost scorched by the heat of the furnace which roars and glows within a yard of them. The engine-drivers are a steady class of men, and some of them—such as the one in charge of the North British engine No. 215, on which the writer had a ride in returning from Cowlairs—are men of education and intelligence much superior to their social position. A number of the engine-drivers have served an apprenticeship at the engineering trade, but the greater proportion of them have merely had a course of training as cleaners and stokers. Men entering the service as cleaners must be able to read and write. Their duties are to clean the engines after they come in from their spell of duty, and to make themselves useful in other ways. According to capability, the cleaners are promoted to be stokers, and have their wages increased to from 16s. to 20s. a week; but no cleaner is so promoted until he is nineteen years of age. In course of time the stoker becomes a driver, if he shows sufficient ability for that responsible post. Some men get through the preliminary grades in four or five years, while others, if they be promoted at all, are so only after seven or eight years' probation. Drivers receive from 4s. 6d. to 7s. a day, according to the nature of the work in which they are engaged. On all trains there is a guard whose duty is to look after the freight—in the case of goods trains, to see that every thing is properly stowed, and to pick up and let off wagons from or to certain places on the route; and in the case of passenger trains, to see that the passengers are safely on board before starting the train, take charge of the luggage, see that sufficient time is allowed for passengers to alight at intermediate stations, and pay polite attention to any one asking information respecting the train. The guards are selected from the station porters, and begin by taking charge of goods trains. Their wages range from 18s. to 30s. a week.

At the more important stations are concentrated large numbers of officials, such as managers of departments, clerks, and accountants. The most numerous class are the porters, who look after the loading of trains, passengers' luggage, and so forth. Their wages range from 15s. to 18s. a week. Each station is in charge of a stationmaster who has to see to the proper working of the traffic in his district, keep a set of books relating thereto, and superintend and pay all the subordinates on the portion of the line over which his authority extends. The office of stationmaster is an important and responsible one at the centers of traffic, and those who hold it must have considerable powers of administration. In addition to the officials we have enumerated there are signalmen, pointsmen, telegraphists, greasers, lamp-trimmers, and others. The signalmen and pointsmen require to exercise great watchfulness and care, as the slightest blunder on their part might be attended with serious results. Their wages is 18s. per week, but their work is very light. Neglect of duty on the part of any of the officials is punished by the infliction of a fine, or by immediate dismissal. As a rule they are well treated, and have every inducement to attend to their work. It has come out in connection with accidents of English railways that some of the subordinates have been kept on constant duty for an excessively long time, amounting in some cases to sixteen and even eighteen hours in a day; but, so far as we can learn, the employés on Scotch railways are not worse off with regard to the time they have to work than men engaged in other departments of labor. Several benefit societies exist among them. Most of the drivers and stokers are members of the Locomotive Engine-Drivers' and Firemen's Amalgamated Benefit Society. Members pay sixpence a week, and when sick or injured receive 10s. per week. An additional payment of 2s. 6d. per quarter entitles a member to a sum of £70 in the event of his being injured to an extent which prevents him from again following the occupation of a driver or fireman.

### COACH-MAKING.

#### THE EARLY DAYS OF COACHING—HACKNEY AND STAGE COACHES IN SCOTLAND—THE COACH-MAKING TRADE.

Coaches were introduced into Britain in the sixteenth century, and the event is thus recorded by Taylor, the "water poet," who wrote in 1623: "In the yeare 1564 one William Boomen, a Dutchman, brought first the use of coaches hither, and the said Boomen was Queen Elizabeth's coachman. A coach was a strange monster in those days, and the sight of them put both horse and man to amazement; some said it was a great crab-shell brought out of China, and some imagined it to be one of the Pagan temple in which the cannibals adore the devil. The mischiefs that hath been done by them are not to be numbered, as breaking of legges and armes, overthrowing downe hills over bridges, running over children, lame, and old people." A great obstacle to the use of coaches was the want of suitable roads; but we find that so early as 1605 covered

wagons were employed for the conveyance of passengers and goods between London, Canterbury, and other large towns. The first public coaches in Scotland were placed on the road between Edinburgh and Leith in 1610, by Mr. Henry Anderson, a native of Stralsund in Pomerania, who, on condition of obtaining a royal patent conferring on him the exclusive privilege of running coaches between the two places for a period of fifteen years, brought from his native country coaches and wagons, with horses to draw and servants to attend them. The fare was fixed at twopence for each passenger. At the close of the seventeenth century coaches and chariots had become fashionable with the Scotch nobility, but were chiefly used in town. When the Duke of Queensberry came to Edinburgh as King's Commissioner in 1700, he was met by a train of forty coaches, most of which were drawn by six horses. In 1673 there were twenty hackney coaches in Edinburgh; but these were not managed in a way to make them popular, and the number gradually decreased, until in 1778 there were only nine registered hackney coaches in the city. The sedan chairs were formidable opponents of the coaches; and at the last-mentioned date there were one hundred and eighty-eight chairs for hire in Edinburgh, besides fifty private ones. In the course of time, however, hackney coaches became popular, and the number of chairs gradually decreased until, about twenty years ago, they went entirely out of use. A fine specimen of a sedan chair is preserved in the Antiquarian Museum. It is simply a box about two and a half feet square and five feet in height, fitted with a seat and a glass front. Two poles attached to the sides formed handles by which the chair could be carried by one man walking before and another behind. The chairs were usually borne by stout Highlanders. The use of a chair could be obtained for a day, from ten in the morning till twelve at night, for 7s. 6d.; but the fares for short journeys were higher than the cab fares of the present day.

Stage coaches were introduced into England in 1658—at least, the earliest public notification of that mode of traveling was made in that year. Twenty years later the provost and magistrates of Glasgow entered into an arrangement with Mr. William Hume, of Edinburgh, that he should run a coach once a week between the two cities. This was the first stage-coach in Scotland, for the Edinburgh and Leith coaches scarcely came under that designation. It is not stated how long the coach between Edinburgh and Glasgow continued; but prior to 1763 it had ceased to run, and in that year a heavy coach, drawn by four horses in good weather and six in bad, ran three times a week between the two places. Subsequently the coach was run daily, and took from eleven to twelve hours on the road. Lighter vehicles were afterwards introduced, and the journey came to be accomplished in six hours. Up till the middle of last century there was no stage-coach on the route from Edinburgh to London. When a traveler wished to make the journey it was no uncommon thing for him to advertise for a companion to share a post-chaise. In 1753 a stage-coach was running between the two capitals, and next year the following advertisement regarding it appeared in one of the Edinburgh newspapers:

"The Edinburgh stage-coach, for the better accommodation of passengers, will be altered to a new genteel two-end glass coach machine, hung on steel springs, exceeding light and easy, to go in ten days in summer and twelve in winter, to set out the first Tuesday in March, and continue it from Hosea Eastgate's, the Coach and Horses, in Dean street, Soho, London, and from John Somerville's, in the Canongate, Edinburgh, every other Tuesday, and meet at Burrowbridge on Saturday night, and set out from thence on Monday morning, and get to London and Edinburgh on Friday. In winter, to set out from London and Edinburgh every other Monday, and to go to Burrowbridge on Saturday night; and to get out from thence on Monday morning, and get to London and Edinburgh on Saturday night. Performed, if God permits, by your dutiful servant, HOSEA EASTGATE."

Glasgow did not possess means of direct communication with London until 1788, when a coach was started to carry the mails and passengers. The arrival of the first coach from London was an event of much interest in Glasgow, and a large number of the citizens turned out on horseback to welcome it. So little were people disposed to travel in those days, that for many years there was not a sufficient number of passengers to make the coach remunerative to the contractors. The coach accomplished the journey in sixty-three hours. After Glasgow and Edinburgh had been placed in communication by coaches, vehicles were run to places in the neighborhood of both cities; and the journeys of these were gradually lengthened, and the number of coaches increased, until in the beginning of the present century regular communication was maintained between all parts of the country with a frequency proportioned to the importance of the respective towns. Macadam and Telford came opportunely on the scene, and, by improving and extending the roads, gave a great impetus to traffic. In 1825, eight royal mail coaches and upwards of fifty stage-coaches started from Edinburgh every day. Of the stage-coaches, ten ran to Glasgow and six to London. There were, in addition, local coaches to such places as Newhaven, Leith, and Portobello, and carriers to every town and village of any consequence between Wigtown and Nairn.

Now that the surface of Scotland is covered with a network of roads of the best

kind, the difficulties of traveling in the early days of coaches are apt to be underestimated. As a specimen of the troubles arising from bad roads, we may mention the case of the Marquis of Downshire, who, in traveling through Galloway in the middle of last century, took with him what was then considered to be a necessary part of retinue—namely, a staff of laborers with their tools to smooth the way and get the coach out of ruts. Yet such was the nature of the road that when the coach got to the Carse of Slakes, a hill three miles from the village of Creetown, it came to a halt; his lordship had to send his servants away; and he and his family passed the night in their coach on the hill-side. So late as 1780 it was necessary in some quarters to have the carriage attendants armed with axes with which to clear a way through the woods. For other reasons than the absence or badness of roads, traveling in the early days of coaching was far from being a pleasant thing. The vehicles were clumsily constructed, and without springs. Accidents were of frequent occurrence; and the number of persons killed or injured was very much greater, in proportion to the number of travelers, than is the case in the present day, notwithstanding the popular notion as to the dangers of railways. Upwards of twenty-three millions of passengers traveled on the Scotch railways alone in the year 1866; and of these only five were killed—two of them while incautiously crossing the rails in front of an advancing train and two while getting out of trains before they had been brought to a stand. In 1806 a parliamentary committee was appointed to consider, among other things, the expediency of limiting the number of passengers to be carried by stage-coaches. It was stated in evidence before this committee that “accidents are continually happening in one part of the kingdom or another—indeed scarce a week passes without some of the coaches breaking down, and often killing the unfortunate passengers.”

The first coach-making establishment in Scotland was set up in Edinburgh about the year 1696; but for a considerable time the only work done, beyond repairing the coaches brought from London, was the making of a few clumsy carriages. In 1731 Mr. John Home, who had carried on the business of coach-maker for several years previously, went to London and received instruction in the trade. On returning to Edinburgh, he brought with him a supply of tools, and set about conducting his business in a new style. There had hitherto been no division of labor in making a coach; but Mr. Home allotted to different workmen the making of the various parts of a carriage. Thus the men became expert at their parts, and the result was a great improvement in their productions. The Scotch nobility and gentry, with whom chaises had become fashionable, instead of bringing their vehicles from London or Paris, as formerly, now had them made in Edinburgh. A letter on the progress of Edinburgh, published in 1783, says: “Coaches and chaises are constructed as elegantly in Edinburgh as anywhere in Europe. Many are yearly exported to St. Petersburg and the cities in the Baltic; and there was lately an order from Paris to one coachmaker in Edinburgh for one thousand crane-necked carriages, to be executed in three years.” A number of carriages were exported from Leith to the West Indies in 1766, and in subsequent years there was also a large exportation to Holland, Russia, France, and Poland. The annual value of the carriages exported from Leith was stated in 1778 to be £2,200. As the manufactures and commerce of the country increased and wealthy people became more numerous, the use of carriages of course became more common, and stage-coaches also increased in number. Though railways have superseded stage travel except in a few remote districts, they have not acted unfavorably on the coach-making trade; rather the contrary, for, with other causes adding to the prosperity of the community, they have helped to multiply the persons who can afford to keep carriages, while for their own service a large number of vehicles are required.

The number of carriages assessed under schedule D, in Scotland, is over twenty-five thousand, and the gross amount of duty charged is £33,000. In addition to the carriages there are about twenty-five hundred licensed hackney coaches, four hundred stage coaches, and eighteen hundred carriages which are exempted from taxation on various grounds. Drawn up in a continuous line, with eight yards allowed to each of these carriages, with the horses employed to draw them, would form in the aggregate a procession about one hundred and thirty-six miles in length. Time has come to be so valuable with people in business that few journeys of more than a mile or two are now made on foot. The main thoroughfares of Edinburgh and Glasgow are traversed at frequent intervals by splendid omnibuses, which for an almost nominal sum convey passengers from or to any part of a route extending to two or three miles. Then there are hundreds of hackney coaches, or “cabs,” stationed in convenient localities. In the making and maintaining of these vehicles many men are employed. There are fourteen coach-making establishments in Edinburgh, several of them of considerable extent, and all turning out work of the best description. Indeed, no coach-makers in the world produce carriages which for comfort, strength, or elegance, surpass those made in this city. The “cabs” of Edinburgh are superior to any to be found elsewhere, while the city omnibuses are extremely comfortable in all their appointments.

The coach-makers of Edinburgh are chiefly engaged in constructing private carriages; but at the same time they turn out a large number of vehicles which do not



under that designation. They have customers in all quarters of the world, and their work is admired wherever it is seen. The coach-making trade of Scotland employs upwards of two thousand persons. The largest establishment in Edinburgh is that of Messrs. J. & W. Croall, in York Lane, in which about one hundred workmen are employed; but Messrs. James Macnee & Co.'s works at Fountainbridge are also of considerable extent. These firms have always splendid carriages on exhibition in their show saloons. Conspicuous by their size and richness of style are the four-in-hand drags," much in fashion among the members of the upper ten thousand who attend ice meetings. Gaudily painted and expensively equipped carriages, such as young gentlemen delight to possess, next arrest the eye; and in the glitter of these the quiet and genteel "brougham" of the professional man looks excessively grave. Then there is the "landau sociable," which has to some extent supplanted the "phaeton;" the "clarence," with its glass front and sides, which afford shelter while they do not interrupt the view; elegant pony carriages for fair charioteers; and a host of other vehicles adapted to all requirements and suited to all ranks. The prices usually range from £50 to £300; but there is practically no limit to the amount that may be expended on the fittings and decorations of a carriage. Probably the most costly ever constructed is her Majesty's state coach, which was made for George III, in 1762. The cost of the coach was £7,562, of which sum the coach-maker received £1,673; the driver, £2,500; gilder, £933; painter, £315; laceman, £737; chaser, £665; and the harness-maker, £385. Some alterations have been made on the coach during her Majesty's reign, but in the main it retains its original character.

Strength, lightness, and elegance, combined with suitable accommodation and easy springs, are the objects to which the coach-makers have to pay chief attention; so that the material used must be carefully selected and judiciously combined. In the construction of a carriage six distinct trades are directly concerned, and contributions from as many more are required. Let us take a "brougham," for instance, and trace it through the various stages of construction. As in building a house or a ship, the first thing to be done is to prepare a design. This is usually done by the foreman of the establishment, who makes a full-sized chalk drawing of the proposed vehicle on a black board. The different kinds of carriages derive their names from some peculiar arrangement of the more important parts; but carriages of the same designation may differ widely in their details. Persons ordering carriages are allowed an opportunity of inspecting the design and suggesting alterations thereon, and the result is that we rarely find two carriages exactly alike. After the chalk drawing has been approved, operations are commenced. The body-makers come and take measurements of the upper or principal parts of the drawing, and forthwith begin to make that part to which their attention is exclusively confined. Equally distinct are the occupations of the carriage-makers, the wheelwrights, and the smiths. The carriage-makers construct the framework on which the body of the carriage rests, and the pole or shafts. The wheelwrights are solely occupied in making the wheels. The amount of smith work required for a carriage is considerable, and some of the pieces are exceedingly complicated in shape. The woods chiefly employed in coach-making are ash, mahogany, and oak; and these must be thoroughly "seasoned." Ash strengthened with iron is used in the framework of the "body." Straight lines are avoided as much as possible in the construction of carriages, and the consequence is that the body-maker has to bend and shape his wood to a great variety of curves. After the framework is completed, the sides and ends, except the spaces for the doors and glass front, are boarded in by a series of panels of mahogany, which are brought to the required curve by being damped on one side and exposed to heat on the other. As the strength of the carriage does not depend on these panels, and as lightness is a great point in carriage building, they are made quite thin. The roof is composed of the same material, and the floor is planked with fir. The "carriage," or that part of the vehicle which carries the fore and hind wheels, and on which the "body" is supported, is made of a combination of ash, elm, and iron. The carriage-maker shapes and fits together all the pieces of wood for the "carriage," and hands them over to the smith, who makes and fixes on the iron parts. Meantime, the wheelwright has been busy with the wheels, in which three kinds of wood are used. The nave, or centre, is made of elm; the spokes of oak, and the felloes or rim, of ash; and all are firmly bound together by a stout hoop of iron. Beneath the carriage and the body the springs are introduced. These are delicately fashioned in fine steel, and are used in a variety of forms.

When the operations which we have been describing are completed, the painters and trimmers begin their part of the work. In the best class of broughams, however, a piece of currying work has to be done before painting can be begun. The roof and upper part of the back and sides are covered with a hide of leather, which is so manipulated that without a seam it covers the parts mentioned, imparting strength, and rendering the carriage waterproof. A less expensive and more common mode of effecting this object is to use fustian, or "moleskin," instead of leather. The fustian makes a good ground for painting upon, and is very durable—while it does not, as some hides have been found to do, exude oil, which, finding its way through the paint and varnish,



spoils the appearance of the carriage. Several coats of "priming" are first put on, and after these a number of coats of "filling." Each coat is allowed to dry thoroughly before another is put on. Five or six coats of paint of the color which the coach is ultimately to have are next laid on, the entire surface being smoothed and polished from time to time, until a beautiful finish is obtained. Half a dozen coats of copal varnish are then laid over all. The varnishing has to be done in an apartment from which dust and flies are carefully excluded. In all, twenty-five coats of paint and varnish are required. Most carriages are decorated on the wheels, shafts, and other parts by fine lines of a light color. These are executed before the varnishing is done, and so are the armorial bearings or monograms, which few carriages are without now-a-days. The heraldic painting is done by a superior tradesman, and some specimens of this kind of work are remarkable for clearness of outline and vividness of color. When the painting is completed, the carriage is put together and passed on to the trimmers, of whom there are two classes—one doing the upholstery work for the interior, and the other the "blackwork" or leather fittings. In connection with a "brougham," little service is required from the black-trimmers; but in the case of a "landau sociable," or other kind of hooded carriage, they have a good deal to do. The trimmings of the inside are composed of various materials, according to the price to be paid for the carriage—Spanish cloths, plain and embossed silks, embossed leather, lace of various kinds, &c. The metallic beading, door-handles, and other decorations of the kind, are obtained from manufacturers who devote special attention to their production.

Omnibuses and stage-coaches are fashioned much in the same manner as carriages, only they are made heavier and stronger. The principal builders of these in Edinburgh are Messrs. J. Croall & Sons and Messrs. Carse & Co. Carts, wagons, and such like, are made by an entirely different class of workmen from the coachmakers. Cartwrights are to be found in nearly all the towns and villages in the country; but a considerable proportion of the county towns even are without a coach-maker. Edinburgh, Glasgow, Aberdeen, Perth, and Stirling are the chief seats of the coach-making trade in Scotland, and from these towns a large number of carriages are annually exported.

Trade-unions have not interposed to produce disagreements between employers and employed in the coach-making trade; and probably in no other branch of industry are the merits and remuneration of the men so nicely adjusted. In all departments the wages, on the average, are equal to the highest paid to workers in wood and iron; but then some men, by exercising greater skill and expertness, are able to make nearly twice as much money as others. There is, consequently, a considerable difference between the highest and the lowest wages earned in each department. As much of the work is done by "piece" as can be satisfactorily reckoned, and the remainder according to a time-scale. The following are the current rates of wages, earned by piece and otherwise, in the shops of the leading firms in Edinburgh: body-makers, 20s. to 40s. a week; carriage-makers, 20s. to 27s.; smiths, 17s. to 40s.; wheelwrights, 24s. to 28s.; painters, 19s. to 27s.; trimmers, 20s. to 27s. Fifty-seven hours a week is the usual time worked.

## THE MANUFACTURE OF PLATE AND JEWELRY.

### GOLD DIGGING IN SCOTLAND—THE INTRODUCTION OF THE JEWELER'S AND GOLD-SMITH'S ART.

Many centuries before coal or iron or any other mineral was known to them, the inhabitants of Scotland were acquainted with gold. Found in the river-beds of their own rugged country, the precious metal was to them an object of delight; and with the aid of stone hammers they formed it into rude ornaments for the decoration of their persons. Antiquarian research has brought to light many curious and interesting facts relating to the use of both gold and silver in this country in prehistoric times, and numerous articles of ornament fashioned in these metals are preserved in the museum of the Society of Antiquaries in Edinburgh. Coming down to historic times, we find that the Scotch had such a love for trinkets that the Norsemen in their sagas reproachfully characterized them as "forlorn wearers of rings." In the records of the twelfth century we have distinct evidence that gold was found in Scotland; for David I conveyed by charter to the Abbey of Dunfermline one-tenth part of all the precious metal found in Fife and Kinross. If one-tenth of the gold found in these counties was considered a fit gift from a king to a favorite ecclesiastical institution, we may conclude that the entire quantity obtained was considerable. Sir David Lindsay, the tutor of James V, in recounting the advantages of Scotland, says: "Of everilk mettall we have the riche mynis, baith gold, silver, and stanes precious." James IV had opened gold mines at Leadhills, and the search for the precious metal was continued by James V, who obtained the service of foreign miners, and conducted the operations in a more systematic manner than formerly. It is said that his enterprise was rewarded by obtaining a quantity of gold valued at £300,000. We learn that, at a later period, gold was dug at Wanlockhead by a Dutchman named Greig. The gold found by this man was made

capable of holding an English gallon of liquid. The basin was filled with made of Scotch gold, and presented by the Regent Morton to the King of the Earls of Hopetoun caused a search for gold to be made in the same later period; but the expenses were greater than the value of the metal the adventure was abandoned, though not before sufficient gold had been formed a small piece of plate. It is recorded by Boethius, Buchanan, and gold was at one time found in remunerative quantities in Glengabber, a Megget Water in Peeblesshire. A grand scheme for the formation of a company to search for gold in Scotland was submitted to the council of Queen The company was to consist of twenty-four landed gentlemen, each of whom pay £300 in support of the company. The prospect of success not being strong enough to induce gentlemen to embark in the scheme, it was suggested each shareholder should be knighted, and called the "Knight of the Golden" "Golden Knight." The company never was formed, nor has any noted of gold been made in recent times; so that to all appearance Scotland's of the precious metal is exhausted. Stray particles, it is true, are picked up to time; but these are of so little value that no one is now willing to be them to adopt the occupation of gold-seeker. It is, however, only a few a gentleman from England tried gold washing in the Glengabber Burn, but tions were not realized. Mention is made of a nugget weighing thirty ng been found by some of the early miners. The largest piece ever got at id is preserved in the British Museum. It weighs four or five ounces. o silver mines in Scotland; but the lead obtained from the mines at Wau- ntains a proportion of silver, which is extracted. The quantity of silver thus from six thousand to eight thousand ounces a year, worth from £1,500 to e total quantity of silver produced from lead ore in the United Kingdom is 00 ounces, and a very small quantity is produced from native silver ore. d returns it appears that five hundred to five thousand ounces of gold per produced by mines in the United Kingdom; but, as already stated, none is Scotland.

finery seems to have been a conspicuous trait in the character of several rulers of Scotland; and when trade was opened with some of the countries in the twelfth century, among the first things imported were vessels silver, armor, &c.; and a great show of these articles was made at the among the nobility. In those days the churchmen were the great masters of many and ornamental arts, and were so jealous of their skill that they could allow foreigners to have the sole privilege of supplying such articles as jewelry; and accordingly they turned their attention to working in the precious metals. They became goldsmiths, jewelers, and lapidaries, and soon succeeded in making articles which competed with some measure of success against foreign goods. This was the beginning of the art of working in gold and silver in Scotland. In the course of the thirteenth and fourteenth centuries the trade assumed considerable importance. Ladies of the court and nobility wore tiaras, girdles, brooches, and ornaments of gold and silver, set with native pearls and precious stones; while the horse-trappings of the gentlemen were, according to some accounts, most decorated with the same materials. The plate used in the churches was of superb description, and so were the crosiers, censers, &c. Though the native goldsmiths and jewelers had attained great excellence in their art, their handiwork was not sufficiently grand for the taste of some of the nobles, and they obtained specimens of armor, jewelry, and gold and silver work from Italy and Flan-

some idea of the kind and quantity of the plate and jewelry in the possession of Scotch families from an inventory of the family jewels and valuables of the family of Glenurchy, drawn up in 1640. Among the articles were a target of enamel set with diamonds, topazes, rubies, and sapphires—a gift from King James V; a great chain of gold, set with precious stones, among which were twenty-nine diamonds, and great rubies—the gift of Queen Anne; a gold ring, set with a diamond shaped with other diamonds; a silver brooch, set with precious stones; sixty-six silver plates; twelve silver plates; four great silver chargers; two silver basins and silver gilt; one dozen silver trenchers; one dozen silver saucers; a great silver plate gilt, and bearing the arms and names of the Laird of Duntrons; seven silver goblets and cups, partly gilt; a great silver cup, with lid partly gilt, and decorated with raised work; an engraved silver cup; three silver jugs for vinegar; two salt cellars; two bowls with silver lips and feet; eleven plain silver spoons, with the name on them; six silver spoons, with "round knapit endis overgilt;" and eight other silver spoons. It is evident that several of the articles mentioned were of foreign manufacture; but we are warranted in supposing that a considerable portion were home-made, and, moreover, that similar collections of plate were in the possession of other Scotch families at the date of the above inventory. About a hundred years before that time one of the most important trades in Edinburgh was that of

the goldsmith, and the city possesses in George Heriot's hospital a substantial token of the prosperity which rewarded some of the workers in the precious metals. George Heriot succeeded his father in the business of goldsmith and jeweler, and in 1597 was appointed goldsmith to Anne of Denmark, the Queen of James VI. Subsequently he received the appointment of goldsmith and jeweler to the King. Upon his Majesty's accession to the throne of England, Heriot, whose skill in his trade would appear to have been remarkable for those days, accompanied the King. He died in London in 1624, leaving a fortune of £50,000, which he had accumulated in thirty-eight years, and nearly half of that amount was bequeathed in trust to the town council and ministers of Edinburgh, for the purpose of building an hospital in Edinburgh for the maintenance and education of indigent children, the sons of burghesses of the city.

The trade of the goldsmith was made the subject of legislative enactments in very early times. Gold and silver in a state of purity would be too soft and ductile to be used in the manufacture of plate or coins, and accordingly it is necessary to add a certain proportion of the baser metals. The minimum quantity of alloy required is well known, but as great facilities existed for the workers in the metals unduly increasing that quantity, and as they had availed themselves of those facilities to an extent warranting the interference of the state, a law was passed in 1238 which prohibited the use of gold of less than a certain standard of fineness, or of silver of a lower standard than the coin of the realm. The mode of testing the quality of gold and silver was by means of the "touchstone," a black stone of close, fine grain, on which the article to be tested was rubbed, the quality of metal being determined by the shades of color presented by the metal which adhered to the stone. The assaying or testing of the precious metals was a privilege conferred on the Goldsmith's Company of England in the year 1300, by an act of Edward I. The wardens of the craft were empowered to go from shop to shop to see that no inferior gold was used in the making of plate or jewelry. All that came up to the standard of purity was then stamped with a leopard's head, while the inferior metal was forfeited to the King. Honesty would appear to have been at a discount in those days, for frequent reference is made to deceptions such as that practiced by the cutlers, "who covered tin with silver so subtilly and with such sleight that the same could not be discerned and severed from the tin, and by that means they sold the tin so covered for fine silver." The preamble of an act passed in 1379 informs us that the gold and silver worked by English goldsmiths was oftentimes "less fine than it ought to be." An act of Henry IV, dated 1403, recites "that many fraudulent artificers do daily make locks, &c., of copper and atten, and the same do overgild and silver like to gold and silver, to the great deceit, loss, and hinderance to the common people, and the wasting of gold and silver." Persons continuing such practices were made liable to a heavy penalty. It appears, however, that ornaments for the church might be made of gilded or silvered copper, provided that some part of the copper was left exposed to show that the article was not solid. A number of acts were subsequently passed to regulate the trade in England.

The workers in the precious metals in Scotland seem to have been afflicted with weaknesses similar to those which caused their English brethren to be the subjects of so much legislation. In 1457 a statute was enacted for "the reformation of gold and silver wrought by goldsmiths in Scotland; and, to eschew the deceiving done to the King's lieges, there shall be ordained in each burgh where goldsmiths work one understanding and cunning man of good conscience, who shall be deacon of the craft; and when work is brought to the goldsmith, and it be gold, he shall give it forth again in work no worse than twenty grains, and silver eleven grains fine, and he shall take his work to the deacon of the craft, that he may examine that it be fine as above written, and the said deacon shall set his mark and token thereto, together with the said goldsmith's; and when there is no goldsmith but one in the town, he shall show that work, tokened with his own mark, to the head officers of the town, who shall have a mark in like manner ordained therefor, and shall be set to the same work." It had evidently been found difficult to resist the temptation to deceive; for in 1555, "forasmuch as there was great fraud," it was enacted that no goldsmith should "make in work nor set forth either his own or other men's silver under the just fineness of elevenpenny fine, under the pain of death and confiscation of all their goods and movables; also, that no goldsmith set forth either his own or other men's gold under the just fineness of twenty-two carats fine, under the pain aforesaid."

About the earliest incorporated trade in Edinburgh was that of the hammermen, under which term were included goldsmiths, blacksmiths, saddlers, cutlers, and armors. Other branches were subsequently added, but in 1586 the goldsmiths were formed into a separate company. By the articles of the company, apprentices were ordained to serve for a term of seven years, and masters were obliged to serve a regular apprenticeship and three years over and above to make them more perfect in their trade. They were, moreover, bound to give to the deacon of the craft proof of their skill in working and knowledge of the fineness of metals, &c. Only those admitted to the company by the deacon and master were to work, melt, or break down, or sell any gold or silver work, under penalty of twenty pounds or imprisonment. In 1687, the com-

was incorporated by a charter granted by James VII, and obtained additional powers for regulating the trade. According to the terms of the charter, those powers are granted "because the art and science of goldsmiths, for the most part, is exercised in the city of Edinburgh, to which our subjects frequently resort, because it is the seat of our supreme Parliament, and of the other supreme courts, and there are no goldsmiths in other cities." In virtue of the powers conferred on it, the company, from the date of its formation, tested and stamped all the plate and jewelry made in Scotland. The first stamp used was a castle, consisting of three towers, the central one being higher than the others. In 1681, a letter, representing the date, was stamped as well as the castle. A black-letter "a" indicates that the article bearing it was made in the year between 29th September, 1681, and the same day in 1682—the other letters of the alphabet, omitting j and w, representing the succeeding twenty-three years. Each piece bore, in addition to the castle and date-letter, the assaymaster's initials, and the maker's initials. Seven alphabets of a different type have been exhausted recording the dates; and the letter of the eighth alphabet for the current year is Egyptian capital L. In 1759, the standard mark of a thistle was substituted for the assay-master's initials, and is still continued. In 1784, a "duty-mark" was added, the form being the head of the sovereign.

The silver mace of the city of Edinburgh is dated 1617; the High Church plate, 1643; the St. Andrew's Church plate, 1646. Other towns in Scotland seem to have availed themselves of the early acts of Parliament, and used their own town marks. The plate of the parish church of St. Andrew's bears date 1671, and is marked with a St. Andrew cross; the plate of the West Church of Perth, dated 1771, bears, in addition to the Edinburgh marks, the town symbol of a spread eagle. Glasgow was not made an assay town until 1819. The marks used on the plate stamped at Glasgow are a lion rampant, the arms of the city, the maker's initials, the date letter, and the sovereign's head.

The number of persons working in gold, silver, and precious stones in Scotland is about short of two thousand, and a large proportion of these are located in Edinburgh. Plate and jewelry being articles of luxury, the demand for them fluctuates according to the prosperity of the country—a fact clearly brought out by the returns of the quantities of gold and silver used in each year. The high price of gold plate puts it out of the attainment of all save a select few in the highest ranks of society; but those who have the desire without the means to possess real articles, electro-plate as a passable substitute, though half the charm of the possession is lost in the knowledge that the beauty of the articles is only skin-deep, and that the skin is a very thin one. Silver-plate has become common among the middle class of the population, and articles in electro-plate are in great demand. Some of the latter are beautifully executed; but the ornamentation generally is not so finely executed as in the case of real silver work. Only a small quantity of plated goods is made in Scotland, and a considerable proportion of the other work is done to order. For a few years past the silversmith and jeweler trades have been extending in Edinburgh, and there are indications that they will increase still further. The city is not likely to become a manufacturing center in the common meaning of the term, nor in some respects would it be desirable. It is, however, well adapted to become a seat of light, artistic occupations, and many such are carried on in it. No city in Britain possesses a better school of design, and it is gratifying to know that it is largely taken advantage of. Instead of slavishly copying French or Italian works, as of old, our artists in gold and silver are working a good deal according to their own devices, and in many cases with the best results. In the shops of the leading firms in the trade may be seen articles of all kinds wrought in original designs, not one whit inferior to the best productions of any other country in the same class of goods. Workmen trained in Edinburgh are highly valued by the London manufacturers of plate and jewelry, and some of the best work done in the metropolis is by their hands.

In another paper we shall give a description of plate and jewel making.

**HOW SILVER-PLATE IS MADE—CHASING, ENGRAVING, CASTING, AND ELECTRO-PLATING—THE ASSAY—JEWEL-MAKING, GEM-SETTING, GOLD-BEATING, AND SEAL-ENGRAVING.**

Few occupations afford such a wide field for the exercise of artistic taste as those of the goldsmith, silversmith, and jeweler. The variety of articles fashioned by them is very extensive, and practically there is no limit to the number of designs that may be employed. Sometimes the task of the goldsmith or silversmith is to produce an article of a purely ornamental character, but more generally use and ornament are combined. With the jeweler, ornament is the chief object; and he is, accordingly, less restricted in working out his designs. Only in a few cases is the vendor of plate and jewelry the actual maker; and this is one of the peculiarities of the trade. There are a number of "small masters" in each department, who occupy workshops of their own, and work for the merchants by contract or otherwise, none of them being bound to work exclusively for one merchant. The merchant gets an order for a particular article, and if it is to be an elaborate piece of new design, he employs an artist to make a model or a



drawing, which he intrusts to the "small master" whom he considers best able to do the work.

By the kindness of the principal partner in the firm of Messrs. Mackay, Cunningham & Co., her Majesty's goldsmiths for Scotland, the writer was enabled to visit the workshops in which the home-made portion of the goods dealt in by that firm is produced. The workshops are situated in out-of-the-way lanes in the new town, and, like those in which baser metals are wrought, are dingy, smoke-begrimed places. In one shop the workmen were engaged on some of the lighter articles of silver-plate—such as tea and coffee sets, claret jugs, and biscuit boxes. A brief description of the making of a teapot will suffice to convey an idea of the silversmith's occupation. The bowl or body is made of one piece of silver hammered up from the flat. The silver is first rolled out into a sheet about the thickness of a shilling, and a piece of the required size having been cut, it is hammered on a block of hardwood, in the surface of which a smooth saucer-like hollow has been formed. By this means the metal is brought to the shape of a bowl. It is then taken to an anvil, and by skillful hammering the rim of the bowl is gradually contracted until the vessel is almost of a globular shape, with an opening three or four inches in diameter on what is to be its upper end. As the striking tends to harden the silver, the vessel is annealed several times during the hammering process. This is done by bringing it to a red heat and allowing it to cool gradually. When the body of the teapot is brought to nearly the required shape by the first hammering, it is planished or made smooth by a slightly different process. Great care must be taken to hammer the vessel equally, else some parts might become thin or be broken through completely. The lid, spout, and handle are next made, and a hoop of metal is soldered on the lower part to form a base or foot. The spout is stamped out of a sheet of metal by means of dies, and is made in two halves, which are soldered together. The handle is made in the same manner. In this way an ornamental form is given to those parts without much labor. It depends on the design whether the spout and handle should be attached or not before the chasing or engraving is done on the body of the tea-pot. If the chasing is of an elaborate pattern, it is done before the spout and handle are put on, because the absence of these permits the chaser to work more readily and conveniently.

The chasing of silver is a highly artistic occupation, and on the manner in which it is executed the beauty and value of an article chiefly depend. The chaser begins by drawing the design on the silver with a hard lead pencil. Where parts have to be brought out in high relief—such as figures, festoons of flowers, or bunches of fruit—the metal is struck out from the inside by means of a "snarling-iron." No attempt is made to produce anything approaching a likeness of the fruit or flowers in this way, the object being merely to raise the metal over a space, and to a height sufficient to admit of the forms being produced by manipulation from the outside. The vessel is then filled up with pitch, a substance sufficiently consistent to preserve the vessel from losing shape under the punches of the chaser, and yet not too hard to prevent the necessary indentations being made. A vessel chased in high relief looks to the uninitiated as if the work had been done by using dies or punches from the inside, whereas, except in such cases as we have mentioned, the chasing is done entirely from the outside. Having completed the operations described, the chaser rests the vessel on a circular cushion, and begins the punching. He first goes over the outline of a small patch of the design, and then fills in the details. His tools are small steel punches and a hammer; but such variety is there in the details of patterns, that not fewer than about three hundred punches are required to form a complete set. The groundwork of chasing is usually rough or "matted," and that part is done with punches having checkered faces in all degrees of fineness. The rapidity with which the most elaborate designs are wrought out is surprising. The occupation is light, but can be followed only by persons possessing artistic taste and skill. After the chasing is completed, the parts are soldered together by means of an oxy-hydrogen blowpipe, and the article is then ready for polishing. All the smooth portions are rubbed with a soft kind of stone, used moist, and the chased parts are brightened by a revolving brush supplied with rottenstone. The parts which require to be very bright are burnished, while those that are to be frosted are treated with certain chemicals.

Sometimes the vessels are decorated with engraved designs, and this requires the service of a class of workmen distinct from the chasers. The engraver draws his patterns on the silver, and cuts out the lines, thus removing a portion of the metal; whereas, the chaser produces his effects without reducing the material. In some of the heavier kinds of plate, such as candelabra, center-pieces, and tea-urns, the ornaments are formed by casting. Effigies of animals, detached shields, trunks of trees, &c., are formed in this way. The models are made in wax, and from these molds are taken in sand, much in the same way as for castings in brass or iron; but the sand leaves a rough surface, and the chaser has to give the castings a finishing touch. Articles of electroplate are usually made of German silver, and treated in the same way as silver through all the preliminary stages; but after the chasing has been done, the vessels are ex-



action of a battery and thus coated with pure silver. Many articles made either wholly or partially plated with gold by the electro-process.

ing of spoons and forks was at one time an extensive branch of the silver-trade in Edinburgh, but now there is only one workshop in which these articles are made. It appears that the profits on spoons and forks are small, and hence inducement to enter into competition with the manufacturers in London. Extensive establishments in which machinery is applied to most parts of the trade in the old-fashioned but thoroughly substantial way, spoons are first stamped by means of dies, and afterwards filed and polished by hand.

The office of the Goldsmith's Hall, on the south bridge, Edinburgh, is open on business days, when articles of gold or silver that require to be guaranteed by the public are sent in and assayed. The assay-master scrapes a small quantity off each article and submits it to a test, in order to ascertain the quality. Charged on each ounce of gold-plate is 17s. 6d., and on silver-plate 1s. 6d.

Mr. Mackay, Cunningham & Co. have done much to improve and extend the art in gold and silver in Scotland. Liberal encouragement has been given to it, and the result has gone to prove that the highest class of plate can be produced in Edinburgh as readily as in London or elsewhere, and that, in any difference in excellence of workmanship, it is in favor of this city. And modelers of great ability are now regularly employed in the trade; on one hand, whose fame in another department of art will live through many years.

has lent assistance to establish a genuine reputation for the productions of Scottish goldsmiths. We may notice one or two of the more important works which we have referred to have just completed. Conspicuous by its size and style is a trophy for the officers' mess of the 92d Highland regiment. It is composed of a triangular obelisk of Peterhead granite, rising from a silver pedestal, upon a broad base of granite, the total height being about three feet.

At the angle of the base are three figures, representing an officer, a sergeant, and a private, all in the full uniform of the regiment. The figures, which are eight inches high, are of frosted silver, and have been beautifully modeled. We understand they were the work executed by the late Mr. William Beattie, whose skill as a modeler was well known in artistic circles. The sides of the pedestal bear in high relief the crest of the regiment—a stag's head and a wreath of ivy. On each of the angles of the pedestal is a sphinx in frosted silver, and the shaft of the obelisk is girt at intervals of silver, on which are emblazoned the names of the more important battles in which the regiment has participated. Both in conception and execution the trophy is a noble piece of plate, and will, no doubt, be cherished as such by the owners.

A centerpiece or center ornament of silver next claims attention. It has been made by a famous breeder of Leicester sheep, and consists of an oak tree denuded of its leaves, but retaining a few of its branches, which support a crystal fruit dish. About the trunk of the oak are a group of Leicester sheep, which have been finely modeled by Mr. Gourley Steell, R. S. A. The base is about three feet high, and is surrounded by a series of circular panels or recesses in which are placed various medals, about twenty in number, won by the owner at various agricultural exhibitions. The communion service for the congregation of the Rev. Dr. Candlish shows a departure from the common style of Presbyterian church plate. We may also mention a difficult piece of work admirably executed, a tea service, similar in design to one made for the King of Siam. Each piece bears a characteristic scene in high relief—thus the tea-pot has a representation of the cultivation of the sugar cane, the sugar basin, of gathering the sugar-cane; the coffee-pot, of a coffee plantation, the cream ewer, of a herd of cattle.

The dental art enjoys a wider patronage than that of the jeweler. His productions are the brow of royalty, and form an object of pride with the poorest domestic; and he is employed with the "setting" of gems worth a hundred fortunes; and has to exert his skill to produce trinkets for the million. In jewelry, "a thing of beauty is a joy forever," nor would the jeweler wish it were so. With changes of fashion come changes of fashion in jewels, and there is thus a constant demand for new productions.

To meet this demand, gold, silver, and gems are combined in ever-varying combinations. The manufacture of jewelry, as already stated, was early practiced in Scotland, and many years past the "pebble jewelry" made in this country has been much in vogue at home and abroad. The style has been copied by the English manufacturers, and, though an inferior quality of materials, have prevented the Scotch makers from deriving the full benefit of this branch of their trade, for the exercise of which the abundance of fine pebbles to be obtained in Scotland, gives them peculiar facilities. In Scotland, great attention has been paid to the manufacture of pebble jewelry, and an excellence has been attained which it would be almost impossible to surpass. In the early work in pebbles was very coarse and inartistic; the stones were roughly cut, and arranged without regard to shades of color; but now the utmost care is taken in the cutting and arranging of the pebbles, and beautiful effects are produced.

In Edinburgh, there are upwards of thirty master jewelers, who employ from half a dozen to thirty men each. All the work done is of a superior kind, no attempt being made to vie with Birmingham in the production of cheap and showy articles, the beauty of which is as transient as that of a flower. Gold and silver of standard quality are used to a large extent, but for a certain class of trinkets these metals are alloyed with a considerable proportion of copper. The jeweler melts his metals in a crucible, and casts them into ingots about two inches broad, three inches long, and one-eighth of an inch thick. The ingots are reduced to any degree of thickness by being passed between steel rollers. The sheets or plates of metal thus produced are intrusted to a workman, who, guided by drawings or models, clips out the pieces required for the various articles to be made. The pieces are given along with the designs to other workmen, who put them together. These men are seated at large tables, round the sides of which are a series of semicircular recesses, each recess being occupied by a workman. After the pieces are brought to the exact size required, they are soldered together by an oxy-hydrogen blow-pipe. Articles of an ornate character, such as brooches and bracelets, covered with designs in filigree work, or inlaid with pebbles, require great nicety of manipulation, and the number of parts which go to compose one of these is immense. We were shown a pebble bracelet of a finely wrought geometrical pattern, in which were no fewer than one hundred and sixty pieces of stone, each of which was shaped and fitted with the greatest exactness. In making an article which is to be inlaid with pebbles, such as a brooch, the jeweler forms a back or foundation, to which a plate, pierced with apertures for the pebbles, is fixed, a convenient space being left between the two plates. At this stage the work is passed to the lapidary, who cuts and fixes the pebbles. The stones are first cut with a revolving disc of iron, coated with emery and oil, and roughly shaped with a pair of pincers. Each piece is then taken in succession and attached to a "gum-stick," a small piece of wood with a quantity of strong cement on one end. Held in this way, the stone is ground to the required shape on a revolving disc. When all the pieces are brought to the shape of the apertures designed for them, they are set in with shellac. The outer surface has, up till this time, been left rough; but, after the cement has hardened, the lapidary takes the brooch in his hand, and manipulates it on the grinding disc until the stone is reduced to the level of the metal which surrounds it. The surface is next polished, and the brooch is returned to the jeweler. Usually pebble brooches have in the center a "cairn gorm," or what is commonly supposed to be one; though, in most cases, the oriental topaz does duty for the Highland crystal, and, so far as beauty is concerned, with considerable advantage on its side. The topazes are obtained ready cut, and are not "set" until the work on the other parts of the brooch is all but completed. The exposed surface of the metal on the face of the brooch is usually relieved by engraved scroll-work. Enameled jewelry has recently come into fashion to some extent, and fine specimens have been produced, the runic patterns especially being very beautiful.

The lapidaries obtain their pebbles from various quarters of the country. Aberdeenshire furnishes emeralds, agates, beryls, and the famous Cairn gorm crystals; and in the parish of Leslie, in the same county, is found a beautiful amianthus, which is wrought into snuff-boxes, &c. Ayrshire furnishes agates and jaspers; Perthshire, bloodstone and a variety of others; Forfarshire, jaspers; and Mid Lothian, the Pentland pebble and the Arthur's Seat jasper. Amethysts were once abundant in Scotland, but they have now become so scarce that they fetch about £3 an ounce. At Elle, in Fifeshire, garnets are occasionally found. Then there are the Scotch pearls, so much valued for their size and beauty, though inferior in some respects to the Oriental kind. With such a variety of material, the Scotch jewellers have great facilities for producing multitudinous designs, and they seem to be improving their opportunity.

As might be expected, the silversmiths and jewelers are an intelligent class of workmen, and nearly all of them are or have been students in the school of design. Their occupation being, however, to a great extent simply mechanical, their wages are not higher than those of skilled workmen in other trades which fall under that designation. Silversmiths and lapidaries serve an apprenticeship of six years, and jewelers and silverchasers of seven years. Silversmiths, chasers, and jewelers generally receive from 20s. to 30s. a week, and lapidaries 24s.; but in exceptional cases higher rates are earned. About two years ago, the men made a successful movement for the reduction of their hours of labor to fifty-seven a week; but, without any pressure on their part, a considerable advance has been made on the rate of wages within the past few years.

Besides being used in the manufacture of plate and jewelry, gold and silver are extensively employed in decorating various articles, such as picture-frames and other articles of furniture, books, carved work, &c. For this purpose, the metals are hammered out into exceedingly thin plates or leaves. Gold-beating, as the process of making these leaves is called, is an art of great antiquity; and it would seem that gilded articles were so fashionable at one time in this country that it became necessary for the State to interfere to prevent the precious metals from being wasted in such a way. About the year 1619, a statute of James I enacted that, "the better to prevent the unnecessary and excessive vent of gold and silver foliate (i. e., leaf) within this realm

none such shall from henceforth be wrought or used in any building, ceiling, wainscot, bedstead, chairs, stools, clothes, or any other ornament whatsoever, except it be armor or weapons, or in arms or ensigns of honor at funerals or monuments of the dead." Gold-beating was introduced into Scotland in the year 1805 by the late Mr. Wright, of the firm of Ross & Wright, Calton street. Mr. Wright was presented with a complete set of working apparatus by the Highland Society for having introduced the art into Scotland, and he was appointed gold-beater to his Majesty King George IV. The trade has not thriven on Scotch soil, however. There are but two or three gold-beaters' shops north of the Tweed, and in these only a few men are employed. Gold or silver is made by first rolling out the metal into thin plates, and then hammering them between layers of prepared ox-gut, called "gold-beaters' skin." The gold leaves are made so thin that it would require three hundred thousand of them laid one on the top of the other to make the thickness of an inch. The leaves measure 3.3 inches square, and two thousand of them are produced from a piece of gold weighing four pennyweights less than an ounce. Machinery has recently been applied to supersede the tedious manual labor of gold-beating.

Seal-engraving is an art akin to jewel-making, and merits a passing notice. The practice of using gummed envelopes has, by superseding wax, gone far to extinguish the occupation of the seal-engraver. Not many years ago a massive seal, bearing the crest of the wearer—if he were fortunate enough to have one, or his initials if he could not claim heraldic privileges—was invariably suspended on the watch-guards of gentlemen; and ladies carried daintily got-up seals, with which they impressed emblems of love on the gaudily colored and perfumed wax which preserved the contents of their letters from the glance of profane eyes. Wax and seals have had their day, but seal-rings are still in fashion, and keep the lathes of the engravers from coming to a standstill. Engraving on gems is one of the nicest artistic occupations. It is easy for workers in metals to repair flaws or imperfections, but the seal-engraver has no facilities for doing so. If he makes a blunder, the gem is ruined, and his labor is lost. He begins operations by fixing the gem on a convenient handle, and then draws the design upon it with a brass needle. The engraving is done by means of fine tools resembling drills, to which a rapid revolving motion is given in a small lathe. The tools are dipped from time to time into a composition of diamond dust and olive oil; and the operator holds the gem in his hand and applies it to the tools. So fine is the work generally that a powerful eyeglass has to be used; and so slow is the process of cutting that a whole day is required for the engraving of a circular ribbon and motto. The principal seal-engraver in Scotland is Mr. Butters, of George street, Edinburgh.

### MANUFACTURES IN IRON, COPPER, AND BRASS.

SHIP-MAKING—THE ENGINEERING AND MOLDING TRADES AND THEIR UNIONS—WORKING IN COPPER AND BRASS—MESSRS. MILNE & SON'S BRASS FOUNDRY AND GAS-METER WORKS IN THE CANONGATE.

In the making of marine engines and general machinery the engineers of Scotland have acquired considerable repute. When the possibility of propelling vessels by steam was successfully tested in the Clyde, the enterprising mechanics of the west did not neglect to improve the occasion; when the demand for steam vessels arose they were ready to supply the motive power, and in this particular branch of work they have no superiors. The impetus given to the industrial arts by Watt's improvements on the steam-engine was accompanied by a demand for machinery to take the place of tardy hand-labor, and the inventive faculties of ingenious men were stimulated to the production of an endless variety of appliances for economizing time and labor. The manufacture of these has engaged a large share of the attention of Scotch machine-makers, and their handiwork is to be found in every important seat of industry in the world. Steam-engines of all kinds, locomotives, printing, spinning and weaving machinery, millwright work, and agricultural machines, may be mentioned as among the more important productions of our engineering establishments. No statement of the number of persons employed in this department of trade exists; but we do not think there can be fewer than from 12,000 to 15,000 persons directly engaged in the making of engines and machines in Scotland. For a like reason we are unable to state the value of the engines and machinery made. The annual export of machinery and millwork valued at about half a million sterling. In 1866 it was £414,810, the following being the amount from the different ports: Glasgow, £245,008; Leith, £133,518; Greenock, £7,529; Grangemouth, £6,024; Ardrossan and Troon, £1,355; Dundee, £7,137; other ports, £4,239. This, of course, does not include the value of engines of steamers built at ports beyond Scotland. Last year the value of the engines of all the steam vessels built at the Clyde would be about £400,500; and the value of the proportion of the above built at ports beyond Scotland was over £300,000. An extensive trade is done in the manufacture of engineers' tools; yet many of the principal tools in the large engineering establishments bear the name of English makers.

To give a detailed account of the workshops devoted to the working of iron in Glasgow alone would require as much space as we can devote to the whole industries of the country, and the record would be one which would interest only a few persons. I may suffice to say that Glasgow produces almost every article made of steel or iron ranging between and including needles and 6,000-ton iron-clad ships of war. The immense engineering establishments which abound in the city present many interesting sights, and illustrate in an extraordinary degree the capabilities of machinery to supplant human labor. Each of the thousand or so of men and boys employed in these places seems as if he were a mere passive agent. He assigns the work to the machines and then looks on to see that it is properly accomplished. Turning, boring, planing, and such operations are done by ingeniously-constructed mechanism, which performs the work with unfailing accuracy and astonishing speed. In connection with other branches of the iron trade, we have fully described the operations machine-makers or engineers perform, and need not recapitulate.

A large proportion of the men belonging to the engineering trades are members of "The Amalgamated Society of Engineers, Millwrights, Smiths, and Pattern Makers," which is the most powerful trades' union in the country. It was formed in 1851 by, as its name indicates, the amalgamation of separate societies existing throughout the country. The number of original members was 11,829, and their collective funds, at the end of the first year, showed a balance in favor of the society of £21,705. At the close of 1866 the members numbered 33,007, and the balance was £138,113. The amount contributed to the various funds of the society in the sixteen years was £535,573. The expenditure in 1866 was £60,448 5s. 4d., or £1 16s. 7½d. per member. The cost of management for the year was £9,313, or about fifteen per cent. of the entire disbursements. The society had thirty-three branches in Scotland in 1866, embracing 3,105 members, whose portion of the balance amounted to £13,589. The annual report and accounts of the society form a volume of upwards of four hundred pages, and a look over these shows that in its character of a benefit society the association does an immense amount of good, the donations being on a liberal scale, and evidently administered in a judicious way. We have no clue, however, to the amount expended in promoting objects relating to work and wages, unless we take it to be represented by the first item in the accounts, namely, "donations, contingent fund, sending members to situations, and beds for non-free members, £22,782 8s. 2d." It is aside from our purpose in these papers to discuss trades' unions, but we may here record the result of particular inquiry made by the writer regarding the men engaged in the trades embraced in the amalgamated society. It is briefly this, that though the men are generally better educated than they were five-and-twenty years ago, yet such is the effect of the "leveling" principle of the trades' union that fewer men are now to be met with who show a superior knowledge of their business. Indeed, one employer stated that out of from two to three hundred men in his employment, he did not know one who would be able to take the foreman's place in the event of its becoming vacant; whereas, before trades' unions became so fashionable with the men, he could, from a smaller number in his workshops, select at least a dozen fit for the superior post. The term of apprenticeship in the engineering trade is five years, the working hours fifty-seven a week, and the wages of journeymen from 20s. to 28s.

Intimately related to the engineers are the iron-molders; but they have not joined the amalgamated society, preferring, it would seem, to hold by their own union. For a considerable time past the relations between the union molders and their employers have not been of a harmonious kind. About two years ago the masters found it necessary to form a union so that they might be able to meet the action of their workmen and in order to protect their own interests they had, a few months ago, to close their works against members of the union. This step, of course, embittered the feeling between the employers and employed; but rules so arbitrary as the following, which, we believe, were applied by the molders' union to jobbing foundries, could not be submitted to: "No apprentice above fourteen years of age can be admitted into a foundry and the apprenticeship must not be for a less period than seven years; no more apprentices can be admitted to a foundry than in the proportion of one to every three journeymen; non-union men cannot be employed; laborers cannot be permitted to do unskilled work in the molding department; piece-work is prohibited." There are upwards of thirty-two hundred men in the union. Men working on time were paid from 28s. 6d. to 30s. a week of fifty-seven hours. Piece-men were allowed by the rules of their union to earn from 5s. to 7s. a day, but not more, though an expert hand could nearly double that amount. No man was allowed to work over-time; and though a the hour for stopping work for the day metal should be within ten minutes of being ready to pour into the molds, the men would walk away, and leave their masters to do with the metal as they liked. This rule against over-time caused serious loss in case of accidents to machinery in factories, as, though an hour's extra work sometime would be sufficient to make all right, it would not be conceded, and the result was that the machinery and the hundreds of operatives who attended it had to wait the time of the molders. With men who upheld and submitted to such rules as we have brought



tice, it could not be expected that the public would sympathise; and when they took decided measures to free themselves from the operation of the molders' they had the moral support of all reasonable men. A few weeks ago the union after being locked out for more than a month, agreed to accept the terms of peace, which were as follows: "That the employer shall be the judge of the kind, and of the number and age of the apprentices, he shall introduce into his, and of the kind of work, whether piece-work or otherwise, at which laborers hands shall be employed."

we proceed to notice the manufactures in copper, brass, &c. Traces of copper have been found in most counties in Scotland, and it would appear that from very early attempts have been made to work the veins, but only in a few cases with success.

The census of 1861 showed that there were one copper-mine proprietor and 100 copper miners in the country; but the quantity of metal obtained at any time has been great. In 1862 the mines of Scotland yielded one hundred and seventy tons of ore, from which ten tons of fine copper, valued at £1,060, were extracted. The quantity of ore got was only fourteen tons, which yielded two tons of fine copper valued at £242. Three years ago, a mineralogical survey was made of the Shirvan, Argyleshire, belonging to Mr. J. Graham Campbell, and so favorable a report as to the existence of numerous lodes of copper and lead, that a prospectus was issued for the formation of a company under the title of "The Shirvan Mining Company (limited,)" with a capital of £100,000. Operations have not commenced, so that it is impossible to say how far the expectations of the prospectus may be realized. Though the supply of native copper is limited, a considerable quantity of the metal is manufactured in Scotland, both for home use and exportation. The value of the quantity sent abroad in 1866 was £36,385. The largest articles made are vacuum pans for sugar-refining, boilers for dye-works, the fire-boxes of steam-engines, and steam-pipes for marine engines. The metal is easily wrought, and has properties which render it of great value in the arts. Upwards of five hundred men are engaged in working copper in Scotland, and these are chiefly located in the west. The wages range from 23s. to 27s. a week.

Artisans in brass are more numerous than the coppersmiths; but though the alloy is so useful for a great variety of purposes, both of use and of ornament, the labors of the brass artisans are chiefly confined to converting it into portions of machinery, and water fittings. There is a brass foundry in connection with every engineering establishment of any extent, the quantity of brass work required for a locomotive or a marine engine being considerable. Four extensive brass foundries in Edinburgh are chiefly engaged in making plumber work. There are upwards of eight hundred brass founders, fitters, finishers, &c., in the city; in Glasgow there are about one hundred; and in all Scotland, close upon twenty-five hundred.

The most extensive brass foundry of Messrs. Milne & Son, Milton House, Canongate, which embraces a large manufactory of gas-meters, is, we believe, the most extensive establishment of the kind in Scotland. It covers about one acre of ground, and upwards of one hundred and fifty hands are employed. The brass foundry and fitting-shops occupy an extensive range of buildings adjoining Milton House. In the foundry are cast valves, joints, couplings, and the other portions of plumber work made of brass. The molds are formed in sand, and as the work is light, a good deal of it is done by men who earn large wages. On leaving the foundry the castings are taken to the turners who smooth them down and cut screws on such pieces as require them. Gas pipes and brackets are made by the fitters, for whom the materials are partly supplied by the founders and turners. All the parts that are likely to require to be separated at any time are screwed together, and the others are soldered. In some cases ornaments are cast, but more commonly they are struck by dies out of thin brass. The finishers take up the work from the fitters, and burnish, lacquer, and polish it. The framework of crystal gasaliers is electro-plated with silver and polished, so that the metal becomes almost invisible among the drops and prisms, and the luster looks as if it were composed entirely of crystal. Some of the brass pipes and brackets are of truly artistic design, the favorite styles being those which imitate Italian and Grecian details. Messrs. Milne & Son do a considerable trade in lanterns and apparatus for light-houses. They have several lanterns on hand, and have made considerable progress in the construction of an iron light-tower on a novel principle. The latter is designed by Messrs. T. & D. Stevenson, and is destined for Japan; and as shocks of earthquake are frequently experienced in the locality in which it is to be erected, precautions have been taken to preserve the structure from destruction in the case of any sudden vibration of the earth. The tower is circular, and the superstructure is entirely separated from the base. At the top of six points of the base is an iron saucer over a foot in diameter, and on the top of the tower are corresponding saucers in an inverted position. Between the two saucers is placed an iron ball about four and a half inches in diameter, and on the balls the superstructure rests. By placing an orange between two tea-saucers, and one inverted, a good idea of this part of the structure may be obtained. The



weight of the tower will make it rest steadily on the balls; and when a shock of earth quake comes, it will not affect anything above the base, because the balls, by their form and position, will be incapable of transmitting vibration in a horizontal direction. The idea is exceedingly ingenious, and the experiments made to test its practicability have been highly successful. The frames of light-house lanterns are chiefly made of gun metal, and the domes of copper. They thus come to be very expensive, but their durability amply compensates for the cost. Light-house fittings and machinery have been brought to great perfection under the auspices of the northern lights commissioners, as is amply testified by the beautiful collection of apparatus shown by them at the Paris Exhibition, and now being exhibited in the Edinburgh Industrial Museum.

The gas-meter factory is a large building, three stories in height. On the ground floor, the iron cases of the meters—which are cast for the firm by Messrs. Miller & Co. London Road Foundry, and are delivered as they come from the molds—are dressed and drilled. They are then raised to the floor above, where the drums, indices, and other parts are fitted, and the meters made ready for use. The upper floor is occupied by the tinsmiths, who make the drums and floats. Block tin only is used in those parts, and the metal is converted into sheets of any required thickness by means of a powerful rolling-mill. An act of Parliament, which comes into force in 1870, makes it imperative that all meters should be constructed in conformity with a certain standard. In order to comply with this regulation the gas companies are having their old meters altered, and all the new meters are being so constructed. From one thousand to fifteen hundred meters are turned out every month. Most of them are for houses; but a considerable number of large ones for use in factories and public buildings are also made. Some of the latter are five feet in height, and are capable of supplying six hundred burners; but even these are not the largest manufactured. Messrs. Milne have made a number of what are called “station meters,” used in gas works for measuring the quantity of gas made. One of those recently constructed was a tube of fourteen feet. Station meters are usually ornamented in front by pilasters, pediments, and other architectural details, and have in the center a series of indices and a time-piece. The firm send large numbers of meters of all sizes to Australia, South America, and other foreign parts.

In another department gas-burners are made, chiefly of the “fish-tail kind,” which was invented many years ago by Mr. J. B. Neilson, of Glasgow. They are fashioned from rods of fine cast iron. The rods, which are a foot in length, are first turned down a bit, and then cut into lengths. The pieces thus formed are drilled to a certain depth by boring machines, which operate on six at a time. So far the work is done by women who display great expertness in their respective parts. The next operation is to give the burners a final turning by which they are tapered towards the ends, and have a hollow formed in the center of the top. The lines which indicate the size or number, and at the same time serve to ornament the burners, are also cut at this time. The holes in the top, through which the gas flows, are then drilled; and, after being tested, the burners are ready for the market. During the past year several millions of burners have been made in this workshop, some of them of a more complex kind than the “fish-tail.”

A separate department of the establishment is devoted to the manufacture of complete sets of gas-making apparatus for use in private residences or factories. These are made of various sizes, capable of supplying from twenty to an indefinite number of lights. It is found that a mansion can be much better lighted by gas made by the apparatus supplied by Messrs. Milne than by the usual means of illumination used in country districts; and the advantage of cheapness in favor of gas is generally about twenty-five per cent.

There are unions in connection with nearly all the trades represented in the establishment; but Messrs. Milne have found no inconvenience therefrom, either as regards work or wages. They pay every man according to the value they set on his individual ability. In all departments of the brass foundry the men work more or less by piece. The working time is fifty-seven hours a week. Men on weekly wages earn from 16s. to 27s., and piece hands 24s. to 30s. The meter makers are all on piece work, and earn from 18s. to 26s. a week.

### MANUFACTURES IN LEAD AND TIN.

LEAD MINING IN SCOTLAND—THE MANUFACTURE OF LEAD AND TIN TUBING, ETC.—VISIT TO MESSRS. MILLER & RICHARD'S TYPE FOUNDRY—TYPE-MAKING BY MACHINERY.

Veins of lead ore exist and have been worked in half the counties of Scotland; but only in a few cases have the returns been sufficient to induce the continuation of mining operations for any length of time. Half a dozen mines are at present in operation, and the total produce ranges from twelve hundred to fifteen hundred tons of pure lead per annum. The principal mines are at Leadhills, in Lanarkshire and Wanlockhead, in Dumfriesshire—the former belonging to the Earl of Hopetoun, and the latter

to the Duke of Buccleuch. It is thought probable that lead was dug at Leadhills as early as the time of the Roman dominion; at all events, it is known that an important vein was discovered and worked in the year 1517. In the beginning of the present century the lead-miners enjoyed a period of great prosperity, and those at Leadhills alone turned out fourteen hundred tons of metal annually, which, at the price then current, was worth £45,000. The works are now carried on by a company which, we believe, is bound to pay to the proprietor every sixth bar of lead produced. The mines at Wanlockhead are about a mile and a half south from Leadhills, and are the most productive in the country. The foreign miners who were employed by James V to seek for gold in the locality discovered the veins of lead; but the metal was too base to merit royal attention, and the mines were not opened until about the year 1680, when Sir James Stampfield began operations on a small scale. From that time to the present the mines have been worked with little interruption, but under the auspices of several different companies and individual adventurers. The last company was formed in 1755, and obtained leases of the whole mines for successive periods down till 1842. This company carried on the work of mining with great energy, and succeeded in discovering new and rich veins of ore. They also applied steam-power to keep the workings clear of water. In one year the metal raised brought £47,000. When the last lease of the company expired in 1842, the Duke of Buccleuch took the working of the mines into his own hands, and has introduced improved apparatus for smelting the ore and extracting the silver from it. There are five principal veins of ore in the mines, and these have been worked to a depth of from seventy to one hundred and forty fathoms. In 1861 there were five hundred and thirty-eight lead miners in Scotland. The population of the villages of Leadhills and Wanlockhead numbers sixteen hundred, all of whom are dependent on the lead mines. Both villages are thirteen hundred feet above the sea, and, while the loftiest, are about the dreariest inhabited places in the country. The miners and their families are, nevertheless, a cheerful and contented class of people. They are well supplied with churches and schools, and have a library of considerable extent.

Lead is chiefly used in the shape of sheets for covering roofs, or of pipes for conveying water and gas. Its conversion into these forms is a special branch of trade which is carried on in only three or four establishments in Scotland. The largest of these is that of Messrs. T. B. Campbell & Co., Leith, which we have had an opportunity of visiting. Several thousand tons of lead are worked up by the firm in the course of a year, besides a considerable quantity of tin and zinc. Machinery is extensively applied in the manufactory, and the fifty workmen employed are chiefly engaged in tending machines. The rolling-mill, in which the lead is formed into sheets, is about fifty yards in length, and the center of the floor, from end to end, is occupied by a large bench or framework fitted with wooden rollers. In the center of two divisions of this bench, each forty feet in length, are erected a pair of massive rollers, the distance between which is nicely regulated by screws and an index. The lead is prepared for rolling by melting down six tons of bars at a time, and running the metal off into an iron mold, so as to form it into slabs seven feet square and about six inches thick. One of those slabs is laid upon the rolling bench, and passed between the iron rollers. The rollers are fitted with reversing gear, and every time the slab passes from one side to the other its thickness is reduced and its length increased. When the sheet extends to the length of the bench, or forty feet, it is cut up into convenient pieces to be further reduced in thickness by the same process. Sheet lead, weighing from three pounds to eight pounds per square foot, is the kind generally used, but for special purposes stronger sheets are made. The sheets are generally made seven feet in width, and when the rolling is completed the uneven edges are cut off, the web of metal rolled up, tied, weighed, and stamped with the weight and other marks. The rollers are driven by an engine of twenty horse-power, and are capable of turning out eight tons of sheet lead a day. The making of lead or tin gas-tubing is an interesting process. It is done by means of hydraulic presses, which force the metal over a die of peculiar construction. In the center of the lower part or sole of the press, which is composed of a huge mass of iron, is a circular chamber, in the middle of which is fixed a short rod of steel, of similar dimensions to the internal diameter of the tube to be made. The chamber is filled with molten metal, and a piston which fits exactly into the chamber, and is attached to the upper part of the press, is forced down upon the metal. The piston is pierced through perpendicularly by a hole of the same diameter as the outside of the tube, and the steel rod fixed in the lower part of the press enters this hole as the piston descends. It will thus be seen that there is between the sides of the bore and the rod a space equal to the substance of the tube, and that, when pressure is applied to the surface of the molten metal, it can only escape by passing up through this space. That is exactly what takes place, and the tube comes forth perfectly formed from the upper end of the piston. The chambers in the presses are of various sizes, those for lead pipes containing from two hundred weight to four hundred weight of molten metal, and those for composition and tin tubes smaller quantities. Messrs. Campbell & Co. are the patentees for Scotland of this process of tin tube making. Some of the presses at work in their

establishment are capable of making lead tubes five inches in diameter. Tin tubes of more than one and a quarter inch are made by "drawing," on a draw-bench, by means of an endless chain. A cylinder of metal, eighteen inches in length, of suitable diameter, with a hole through the center of it, is taken by the drawer, who inserts a mandril into it and draws it through a series of dies of gradually diminishing diameter. In this way the "ingot" is extended from a length of eighteen inches to nearly as many feet. Tubes of lead are made of all sizes from five inches to a quarter of an inch in diameter. Sometimes lead pipes are plated with tin by passing them through a bath of the molten metal. Tin tubes are made from three-sixteenths of an inch to two inches in diameter.

Zinc has, by its cheapness and lightness as compared with lead, come extensively into use for covering roofs and making rain-pipes and ridging; and Messrs. Campbell & Co. have a considerable trade in the manufacture of the metal for these purposes. The zinc is imported in large sheets, which are cut into strips of the required dimensions; and these are passed through machines which give them any shape that may be desired. Thus, a strip is drawn through a die on a machine, and comes out folded up into tube form with its edges bent respectively inward and outward. A fresh die is placed in the machine, and a mandril in the now half-formed tube, which is sent through again. This time it comes out with the edges of the plate firmly locked together in a water-tight joint, and the whole finished more perfectly than it could be by any workman in as many hours as the minutes which it occupied the machine. Ridging pieces require but one operation, and are produced with great rapidity. Other operations are going on in the numerous apartments of the manufactory, but we have mentioned all that are likely to be of general interest. For working the machinery of the place there is a steam-engine of thirty horse-power in addition to the one which drives the rolling-mill.

A number of regularly trained workmen are employed by Messrs. Campbell & Co.—such as engineers, smiths, and tin-plate workers—but the men and boys who attend the machines have no specified apprenticeship; their work does not require much skill, and they soon learn to master it. Men in charge of departments have 22s. a week; laborers, from 18s. to 20s.; and boys, from 3s. to 15s.

One of the most important purposes to which lead is applied is the manufacture of printing types, in which way it was used upwards of four centuries ago. The extraordinary demand for books which has sprung up within recent times has given an impetus to the trade of the typefounder as well as that of the publisher; and he has been encouraged to improve his productions until a degree of excellence has been attained which leaves little to be desired. The beauty of the letters now manufactured far surpasses that of the best made in any previous period in the history of typefounding, while their variety is being daily increased. In 1778 most of the types used in Scotland were made in Glasgow; and there was then only one typefounder in Edinburgh. The trade afterwards came almost entirely to Edinburgh, and a few years ago there were several typefounders in the city. In Scotland the trade is now almost exclusively in the hands of two firms—Messrs. Miller & Richard, Edinburgh, her Majesty's letter-founders for Scotland, and Messrs. James Marr & Co., also in Edinburgh. The former, which is by far the most extensive firm, commenced operations more than half a century ago, and has always had a reputation for producing elegant and durable types—a reputation acquired by devoting great care to the designing of styles, maintaining a superior class of workmen, and applying machinery wherever it was available. The foundery of the firm, which occupies an extensive range of buildings between Nicolson street and Potter row, presents one of the most interesting scenes of industry to be found in the city. Upwards of five hundred men and boys are employed in it, and these are aided by more than a hundred beautiful and ingeniously devised machines, set in motion by two steam-engines representing forty horse-power.

When it is desired to produce a "font" or set of types of a new style or form, the first operation is to cut a set of punches. These are made of the finest steel, and the cutting is an operation of great nicety. There must be a punch for every letter, figure, point and reference mark. In the case of type used in newspapers, there are usually five alphabets of each size, namely, ROMAN CAPITALS, SMALL CAPITALS, and "lower-case;" *ITALIC CAPITALS* and "*lower-case Italics*." Then there are accented letters, figures, points, and such like; so that the number of punches required to produce a complete set of types such as this article is printed with is not less than two hundred and fifty. Once the punches are cut, they will last for centuries, provided care be taken to preserve them from rust and they do not break in forming the matrix. When the punch has been finished and tempered, the matrix for the face of the type is made. This is done by carefully forcing or pressing the punch on a piece of copper, which retains a perfect reverse impression of it. This copper matrix is then "justified," or fitted in all respects for the "mold." When type was made by hand the mold was enclosed in wood, to enable the workman to handle it; but now that machinery has superseded hand labor, the mold is made entirely of steel. It is composed of a number of parts fitted together with great accuracy, and is so constructed that it may be adapted to the various thicknesses of type; but a mold is required for each size or "body" of type. The matrix

is fixed into the mold, and all the parts adjusted, a series of experimental casts, in order to test the accuracy of the work. When the "justifier" is satisfied is correct, the mold is fixed into the casting-machine, and the charge of metal is sent to the "caster" and his "dresser." Upwards of a hundred casting-machines are constantly in operation in the foundry. The machines are adaptations of French and German inventions, which Messrs. Miller and Richard purchased, and brought to great perfection. Their mode of action is exceedingly simple. The metal, which is composed of certain proportions of lead, tin, and antimony, is melted in a cylindrical iron vessel, about six inches in diameter, and is kept in a liquid condition by a small fire burned in a compartment beneath. In the front of the vessel is a spout or opening. The working part of the machine, which contains the metal, receives an oscillating motion, which throws it alternately forward to the tray, and backward to a tray which receives the types. When the mold is moved toward the mouth of it is brought close upon the spout of the holder, a piston in the vessel, and a quantity of metal sufficient to form the type is forced over the mold. As soon as this takes place the mold is thrown backward, at the same time the piston is raised, and the type is ejected into the tray. It will be evident that, were not the piston to prevent it, the mold would soon become too hot to admit of the metal being cast with sufficient rapidity. This is provided against by keeping a current of cold water constantly on the mold. The smaller the type, the more rapidly does the metal solidify. In making the type used in our advertising columns, a good-going machine will turn out sixty types in a minute; but as the size increases, the speed of the machine must be reduced. To show the advantage of machine-casting, we may say that one machine will accomplish as much work in a day as three or four hand-casters.

Notwithstanding all the care that has been taken in adjusting the mold, and the rapidity with which the machine works, the types have to go through several operations before they are ready for the printer. When they come from the machine they are attached to a taper piece of metal, which has been formed in the throat of the machine. This piece is removed by boys, who, seated in rows at a long table, pick the types from the tray, and, by pressing the superfluous piece smartly against the board,

These boys work with both hands simultaneously, and the rapidity of their movements is surprising. There also exist on the sides of the newly-formed types roughnesses which require to be removed. This is done by the "rubbers," another class of workmen, who take up the types one by one and pass both sides over a flat piece of sand-paper. The next operation is "putting up," or arranging the types in long rows with galleys. In this position they are carefully examined, have the roughnesses taken off the "castable" or "jet" removed, and receive a few finishing touches. These last operations are called "dressing," and great care must be taken

When the dressers are done with them, the types are arranged in "pages" or "galleys," care being taken to keep the different letters separate. Before the types are finally passed they are "examined." The pages are opened up and samples are taken out, which are subjected to the test of measurement by steel gauges and to examination by means of a magnifying glass. One type may differ from another in height, depth, or width, by even the thousandth part of an inch. This exact mode of working may seem superfluous to persons not practically acquainted with printing; but were the types not thus carefully made, printing would be impossible, at least with such machines as Hoe's, which have now come into general use in the office of daily newspapers.

When the writer visited the type foundry, the workmen were engaged in making a galley of type for the Scotsman, and it may be interesting to state here the quantity of metal required for the production of this journal. The total weight of type is about four thousand pounds, and the number of pieces of metal employed in our usual issue, which contains fifty-six columns of matter, is upwards of one million. The number of lines is over sixteen thousand, and the weight of the type is eight hundred pounds.

It is so advantageous for the printer to have letters above a certain size made of wood, that nearly all types above an inch and a half or two inches in length are formed of wood in this department of the trade. Messrs. Miller & Richard have recently introduced several important improvements. Instead of the letters being drawn on the blocks of wood, they are printed, and the cutting is done by a machine of somewhat different principle to that used for wood carving. By this method the work is done much more rapidly and accurately, and a harder wood employed than could be easily cut by hand. The wood used is rock maple, and the letters are cut in the "endwood." The types are prepared for the cutting machines by a series of other machines, which almost entirely supersede hand labor.

Persons engaged in printing types usually devote attention to making brass rules, cases, and "galleys"—which is the printer's technical name for all the wooden or metal frames, &c., used in the trade. The lines which appear in tabular matter are made of thin slips of brass set in among the types. In old books, the lines look as if



they were formed by pieces of tin rudely cut by the compositor, and have no pretension to straightness or symmetry. Now the rules are formed of brass, with great exactness and of all sizes. Time and material are thus saved, and the work produced is of a superior kind. In the joiner's shop composing cases are made, all the parts of which are prepared by steam machinery. A number of men are employed in making and repairing the machines used in the establishment.

The division-of-labor principle is largely applied. There is no regular term of apprenticeship in the foundery. Boys are taken in at thirteen years of age, and from "breakers-off," "putters-up," and "rubbers" come to be "casters," and ultimately "dressers." There is a mixture of time and piece-work; and the following may be taken as the general rate of wages: Boys—breakers-off, 2s. 6d. to 4s. a week; rubbers, 10s. to 18s.; putters-up, 4s. to 7s. 6d. Men—justifiers, 30s.; machine-makers, 27s.; casters, 22s.; dressers, 28s.; workers in wood, 26s. The time worked is fifty-seven hours a week. The men engaged in the trade are generally steady and industrious; though at one time they could not be said of them. There is a union of type-founders, but only on one or two occasions have its energies been directed against the employers. About four years ago, Messrs Miller & Richard's men went out on strikes in consequence of some proposed change in the system of working. After the men had been idle for some time, a compromise was effected, and things have gone on harmoniously since. There are benefit and sick societies among the men, the value of which seems to be fully understood by them.

### WOOLEN MANUFACTURES.

HISTORY OF THE SCOTCH WOOLEN TRADE—HOW THE PEOPLE DRESSED IN 1598—EARLY STATUTES FOR THE ENCOURAGEMENT OF WOOLEN MANUFACTURES—STATE OF THE TRADE IN 1733 AND 1778.

The history of woollen manufactures in England dates back to the time of the Norman conquest. The Flemings were so expert in making woollen cloth, that it was said of them that their skill in the art of weaving was a peculiar gift conferred on them by nature. Large numbers of weavers came over from Flanders in the train of the conqueror, and in the intervals of turmoil prosecuted their calling with great success. In course of time they thoroughly established the trade in the country, and in the reigns of Henry I and of Stephen had accumulated so much wealth that some of them rivalled royalty itself in the luxurious style in which they lived. About that time, guilds, or corporations, were established in many of the towns where the manufacture of cloth was carried on, for the purpose of its encouragement and improvement. Though the art of the woollen cloth maker was thus early introduced and encouraged in England, the state of society in Scotland was such that it was not until many years after that any attempt was made to create a home supply of clothing. In the reign of Alexander III, considerable quantities of wool were exported to the continent in exchange for linen, silks, and broadcloth; but there is no mention in the records of those times, so far as we have seen, which would lead to the belief that such things as spinning-wheels and looms then existed in the country. When the art of weaving was introduced is uncertain; but there can be no doubt that in the fifteenth century cloth from native wool was made and worn in Scotland. In "Morrison's Itinerary," giving an account of a visit paid to Scotland in 1598 by an Englishman, we have a description of the fashion in dress at that time: "The husbandmen in Scotland, the servants, and almost all the country, did wear coarse cloth made at home, of gray or sky-color, and flat blue caps, very broad. The merchants in cities were attired in English or French cloths, of pale color, or mingled black and blue. The gentlemen did wear English cloth and silks, or light stuffs, little or nothing adorned with silk lace, much less of lace with silver or gold. And all followed at this time the French fashion, especially in court. Gentlewomen married did wear close upper bodies, after the German manner, with large whalebone sleeves, after the French manner, short cloaks like the Germans, French hoods, and large falling bands about their necks. The unmarried of all sorts did go bareheaded and wear short cloaks with most close linen sleeves on their arms, like the virgins of Germany. The inferior sort of citizens' wives, and the women of the country, did wear clothes made of a coarse stuff of two or three colors in checker work, vulgarly called pladon, [plaiding.]"

Cloth was made in those days in much the same fashion that is still followed in the remoter districts of the Highlands, where the wool is carded and spun by the female of the households as a profitable recreation in the winter evenings, and converted into "plaiding" or blankets by the village weaver. The fishermen and crofters of the western highlands and islands are generally clad in this material, which, though rough in appearance, is durable, and to them cheaper than any other kind of stuff. Edinburgh was one of the first places in Scotland in which woollen goods were made, and had at one time about the most important wool market in Britain. The weavers of the city were incorporated by the town council in 1475. In the petition asking for incorporation, it was set forth that the articles of the trade had been framed "for the hon-



God, of His mother the Virgin, and of St. Sovrane;" and it was specially "that the priest shall get his meat." About the year 1600 seven Flemings came to Edinburgh to instruct the people how to make "seys" and broadcloth as to be independent of a supply from England. There were many difficulties, however, and no record remains to show that anything came of the plan. The "Hospital of our Lady," which had been founded in Leith Wynd, by Bishop Spens, of Aberdeen, in 1479, passed into the hands of the town in 1619, it was converted into a workhouse, and named Paul's Work. The town lived soon afterwards to try the experiment of giving an industrial education to boys and girls in the workhouse, and for that purpose brought five men from England to give instruction in the manufacture of coarse wool stuffs. Though started in most hopeful circumstances, and encouraged by numerous donations, the experiment does not appear to have succeeded. Paul's Work was converted into a prison, and subsequently sold to Bailie Macdowal, who, about 1770, had it converted into a woolen factory, in which he is said to have made superfine broadcloth of quality to any brought from England. Paul's Work is now the printing works of Messrs. Ballantyne & Co.—a firm especially famous forty years ago from its connection with the works of Sir Walter Scott. It is mentioned in the records of the city of Edinburgh, that in the end of the sixteenth century a Fleming obtained leave to follow his profession in the manufacture of "gograms, worsets, and stamings," with licence from the weaver corporation, on the condition of taking into his house an apprentice and instructing him in weaving and dying the kinds of cloth named. In 1636, the magistrates of Aberdeen obtained a patent from Charles I. for a house of correction, in connection with which, and with a view of improving their morals, and promoting good order and industry, a certain class of boys was to be instructed in the manufactures of broadcloth, kerseys, seys, and coarse cloths. A situation for this institution was found in a part of the city named Correction Wynd. The factory was carried on for some years, but did not prosper, and in 1711 it was abandoned.

Early energetic and promising effort to establish in Scotland a manufactory of woollen fabrics was made in 1681, by an English company under the management of John Smithfield. The company acquired, in the vicinity of Haddington, a portion of land which had belonged to the Franciscan monastery, and erected thereon fulling-mills, dyeing-houses, &c., on an extensive scale. A number of workmen from England were employed to instruct the natives of the locality in the processes of the manufacture. For a number of years the company prospered, and received great encouragement from the government, several acts of parliament having been passed exempting them from payment of taxes, and conferring other favors. The services of Smithfield were acknowledged by his being made a knight. On the death of John Smithfield the affairs of the company got into confusion; and after struggling on for some years the company was dissolved and the enterprise abandoned. Colonel Charles Gordon took possession of the factory and grounds, the name of which he changed from Newmills to Haddington. A new company with a large capital was organized in 1750, and an effort was made to revive the manufactory, but unsuccessfully. Subsequently a third company was formed, but the thing was a trial, but with no better result. It was found that fine cloths could not be made in Scotland so cheaply as in England, in consequence of the workmen of the latter country having attained great perfection in the various processes, besides enjoying other advantages. An Edinburgh gentleman, writing on the subject one hundred and thirty-five years ago, thus compares the situation in Scotland with respect to the manufacture of woollen cloth:

"The English have been long masters of the woollen trade. Their clothiers and piece-workers of stocks able to carry it on, to keep their goods on hand until a market opens, to sell them at reasonable rates and upon long time. England is sufficiently supplied—nay, one may say overstocked—with the best of workmen in every branch of the woollen trade; and no country can succeed so far as to be great gainers by the export of woollen goods until it is sufficiently stocked with good manufactures, that their price may be brought low enough to enable them to undersell their neighbors in that market. Whereas we have no stocks equal to so great an amount; we must also be at the expense to bring from England workmen for several years, and to pay them higher wages than they get at home; and we cannot retain their best workmen. These, and many other difficulties not easily to be overcome render it absolutely impossible for us to succeed in the woollen trade—at least in the manufacture of broadcloth, druggets, fine kerseys, and the woollen goods of Norwich."

But when we are quoting from an advocate of the adoption of the linen manufacture as the great staple of Scotland. Referring to what he considered to be the impossibility of Scotland becoming a seat of the woollen trade, he says: "Nor is this any loss to us, for we have a staple manufacture of our own—at least, we may have the linen in which the English deal not. They are too wise to encourage any manufacture in the way that might interfere with their great staple, the woollen; and we should not be so foolish as to discourage every trade that may interfere with or hinder the progress

of our only staple." However strange these notions may appear to us who see the woolen manufacture holding the position of one of the most extensive branches of industry north of the Tweed, they were reasonable conclusions to draw from the facts on which they were based—namely, that woolen goods could be bought in England from ten to fifteen per cent. cheaper than in Scotland, and that linen cloth made in Scotland could be sold in England at a profit of from five to ten per cent. Considerable attention was bestowed on the linen trade, and its extension was encouraged in various ways, as will appear when we come to treat of that branch of our national industry; but such factitious encouragement did not deter some persons from persevering in the manufacture of woolen goods.

Various acts of Parliament were passed for the encouragement of the woolen trade in Scotland. In the sixteenth century English-made cloth was coming into fashion, and it was feared that the effect would be to ruin the home manufacturer of that material. An act was accordingly passed in 1597, which denounced "the lame-bringing of English claith, the same claith having only for the maist part an outward show, wanting that substance and strength whilk oftentimes it appears to have." Another serious reason urged against the traffic in English manufactures was that it was the chief cause of "transporting of all gold and silver furth of this realm and consequently of the present dearth of the cunyie." Act eight of King William's first Parliament, dated January 31, 1701, "strictly prohibits and forbids the importation of all cloths or stuffs of any kind made of wool, or wherein there shall be any wool; as also of hats, caps, stockings, gloves, or any other kind of manufactured wool, or wherein any wool shall be found, excepting flannel allenarly." Heavy penalties were imposed for breach of this statute. On the same day an act was passed setting forth that—

"Considering the great hurt and prejudice arising to this kingdom and manufactories thereof by the exportation of wool, and of skins with wool upon them, his Majesty, with advice and consent of the Estates of Parliament, doth not only ratify and revive all former acts of Parliament made against exportation of wool, or skins with wool upon them, in so far as they strengthen this present act, and without derogation thereto in any sort, but also of new again do hereby strictly prohibit and discharge, all and every person whatever, native or stranger, to export out of this kingdom any wool whatsoever, or skins with wool upon them, or any worsted or woolen yarn, or any sort of foreign wool, or skins with wool upon them, certifying such as shall contravene this present act, that the wool or skins shall be confiscated, and two-third parts thereof applied to the discoverer, and the other third part to the procurator-fiscal of the court where the confiscation is pursued, and the exporter fined in the sum of one thousand merks *toties quoties*. \* \* \* In case any one concerned in woolen manufactures shall contravene any part of this act any manner of way, they shall not only amit and lose their share and stock in the manufacture in which they are concerned, to be applied to the discoverer, but also shall be fined in the sum of six thousand pound."

In 1705 an act was passed declaring linen and woolen manufactures to be free of duty on exportation. It had been enacted in 1686 that, in order to encourage home manufactures, all bodies of persons dying within the kingdom should be buried in Scotch linen, and that act was ratified in 1695, and made more complete for its purpose. Subsequently, in order to give some encouragement to the woolen manufactures, the acts referred to were rescinded, and in 1707 it was enacted that "no corpse of any person of what condition or quality soever shall be buried in linen of whatever kind; and that where linen has been made use of about dead bodies formerly, plain woolen cloth or stuff shall only be made use of in all time coming." The penalties imposed in the acts relating to burial in linen were transferred to this act. It may be mentioned that it is to the corresponding act for England that Pope makes his moribund fine lady allude in the famous lines:

"'Odious! in woolen 'twould a saint provoke,'  
Were the last words that poor Narcissa spoke  
'No! let a charming chintz and Brussels lace  
Wrap my cold limbs and shade my lifeless face;  
One would not, sure, be frightful when one's dead—  
And, Betty, give this cheek a little red.'"

There was published in Edinburgh in the year 1733 a book entitled "The Interest of Scotland Considered; or, Reasons for Improving the Fisheries and Linen Manufacture of Scotland." The author did not make his name known, but he was evidently a man of ability, and possessed of a thorough knowledge of the subjects of which he treated. His book contains the following account of the woolen trade as it then existed: "At Kilmarnock are made of our own wool low-priced serges, known by the name of that place where they are made. These are partly for home consumpt, and partly for the markets of Holland; and, by the help of a little care and encouragement, burying crapes, at least those of a low price, might also be made there for home consumpt. At Stirling and its neighborhood large quantities of serges are made, and several other low-priced woolen goods for furniture, all for home consumpt, and rather cheaper than such goods can be purchased in England. This business, by the care and vigilance of the justices of peace in those parts, is much improved of late. At Aberdeen, and countries adjacent, large quantities

coarse tarred wool are manufactured into coarse serges, called fingsams, and of all prices. Some of these goods are consumed at home, some of them to Holland, and some of them sold at London, and from thence are exported to us. At Edinburgh, fine shalloons are made of our best wool, for home consumption cheaper than they can be had in England. At Musselburgh there is a manufacture of low-priced narrow goods, from thence called Musselburgh home consumpt, and export to the plantations; but these are now fallen so in price that the makers can scarce get their bread by them. At Galashiels are coarse kerseys, called 'Galashiels grays,' for home consumpt; and was their scribled, their goods more milled, and better dressed, they might serve in the lowest-priced Yorkshires for country wear, to ordinary people and day-labourers. At Kirkcudbright, Hawick, Monyghaff, and other places near the wool coun-try, large packs of tarred wool have been washed and cleaned, and some of it sorted, spun, and wrought up into blankets, and other coarse goods, by private individuals for their own use; all done by the help of public encouragement, to advance the trade in those parts, but as yet to little or no purpose. As for the manufacture of broad cloth, that consists of so many parts that we cannot carry it on without evident loss, we have no such thing as a wool stapler in the country, which lays the burden on a necessity to buy his wool in the fleece; and unless he work up all the fleece (which no clothier can do without great loss) he must lose by those sorts of use. The washing, cleaning, and drying of wool, by beating it on the flecks, and pretty well; but we neither dye wool so well, nor so cheap, as the English have but few scriblers who understand the close mixing of wool on the cards. Our women are all bred to spin linen yarn, and are not so fit to spin specially carded wool for cloth, which no one can do to purpose who is not employed at it. We understand the picking of cloth, and the thickening of it pretty well, but we are not so adroit at the tasseling it on the dubbing as they are at a loss that we have no tassels of our own growth fit for this work, and are obliged to bring them from England in large quantities to lie by us, as we have to use them. The most curious and difficult operation of the whole is the shearing on the shear-board and finishing in the hot press. We have no shearmen of our own who understand their business to perfection, and as few pressmen, and must send for these papers from England; and the profits of the whole manufacture depend on the equal cutting from end to end, and upon proper and clean papers for the pressing of cloth, and a just degree of heat and pressure in the hot press, neither too much nor too little of either."

Mr. Loch, general inspector of fisheries in Scotland, published in 1773 a series of papers on the Trade, Commerce, Manufactures, and Fisheries of Scotland, in which he exhorted the people of the country to persevere in the establishment of the woollen trade, which he then began. He predicted that if they did they would "shortly see Scotland rise from abject poverty and mean obscurity to the same degree of opulence and grandeur as our sister kingdom acquired only by this invaluable branch." He pointed out the importance, as a first step, of increasing the number and improving the breed of sheep, and threw out many valuable suggestions on the subject. The woollen trade had been a "hobby" with Mr. Loch, and he advanced no end of arguments for its extension. Here is one of the most curious: "The woollen manufacture is favorable in promoting matrimony, and consequently population. Children from an early age may begin to be useful, and are even employed in different branches and are singularly adapted to their infant state."

Mr. Loch made a tour through most of the trading towns and villages of Scotland, and his book contains some interesting information as to the state of trade and manufactures in each. We shall extract a few facts relating to the woollen trade, to be put in contrast with our subsequent report on the present condition of the woollen industry. In Edinburgh, Mr. Archibald Macdowal employed what was at that time to be "a great number of hands" in connection with his factory of broad cloth, already referred to. He manufactured about four thousand pounds of broad cloth and seventeen thousand pounds of Spanish wool yearly, and his machinery consisted of three fulling-mills and a spinning machine. Respecting the latter, we are told it had been greatly improved by John Thomson, a person of mechanical genius. Mr. Thomson, a wool merchant, "combed" two hundred and sixty-four pounds of broad cloth, and dyed every color to perfection, scarlet excepted. He employed the same in the Canongate workhouse for four years in spinning wool yarn on the same. Twopence a pound was the price paid for combing long wool, and from a penny a spindle for spinning, according to the fineness of the "grist." Most of the woollen workmen were paid according to what they produced; and it is stated that they could easily gain one shilling a day if they chose to exert themselves." Mr. Macdowal, of Edinburgh, was "among the best blanket makers in Great Britain." Carpet and stocking knitting on frames were also carried on in the city. Both Edinburgh and Leith had wool markets; and the annual sale in each was about twenty thousand stones of twenty-two pounds. At Dalkeith, seven hundred stones of wool

per annum were manufactured into broadcloths, ranging in price from 4s. to 14s. a yard. About two hundred persons were employed, and the value of the goods turned out was about £3,000 yearly. The Musselburgh factories used one thousand stones of wool, and in addition wrought up a large quantity of worsted yarn spun at Selkirk and Peebles. The chief produce were "manco-stuffs" for the Edinburgh market. The prices varied from 2s. 6d. to 16s. 6d. per yard. Haddington was regarded at the date of the record we are quoting from as a most suitable place for carrying on an extensive manufacture of woollen goods, and even then the value of its products from wool was estimated at £5,000 a year. Upwards of eight hundred persons were employed in the trade. Woollen goods were also manufactured into cloth, carpets, and stockings at Dunbar, Linton, Tranent, Linlithgow, Perth, and Inverness. In Glasgow there was only one woollen factory, and that was chiefly employed in making carpets. The prices paid to workers were the same as in Edinburgh. Stirling had long been known as an important seat of the woollen manufactures; and one hundred and sixty looms, thirty-eight stocking frames, and seventeen carpet-frames were employed in the trade. Shalloons, serges, and Highland plaids were the chief produce. In Alloa there were twenty manufacturers, employing one hundred and fifty looms, and about five hundred workers, chiefly engaged in making "camlets." Though the looms of Fifeshire were mostly devoted to linen fabrics, a good deal of woollen cloth for local consumption was also made. Kilmarnoch had sixty-six looms engaged on carpets and eighty in other branches of the woollen trade. The manufacture is said to have been introduced by Miss Maria Gardiner, who, observing the indolence of the people of the place, brought spinners and weavers of carpets from Dalkeith about the year 1728. Ayr had about one hundred looms and fifteen stocking-frames, for wool work. Dumfries and Sanquhar did a considerable trade in stocking making. In Moffat, fifty looms were engaged in serges, shalloons, blankets, &c. Elgin produced £15,000 worth of yarn annually, which chiefly went into the London and Glasgow markets. There were two woollen factories at Peterhead, one of which turned out goods to the value of £5 a week, and the other £60. The people of Ellon knitted stockings by hand to the value of £100 a week. Aberdeenshire seems to have been largely engaged in the stocking trade. The value of these articles made by Aberdeen manufacturers amounted to £120,000 annually. In the town two hundred and forty looms were engaged on woollen and linen fabrics, but chiefly the former. At Montrose there was a woollen factory, in which seventy hands were employed. In Kincardineshire a considerable trade was done in stockings.

Regarding the border towns in which the woollen manufactures of Scotland are now chiefly concentrated, we glean from Mr. Loch's narrative that the people of Galashiels were very industrious, and that they were all employed in making coarse woollen goods, but principally what was called "Galashiels grey." This cloth was made three-quarters wide, and sold at from 1s. 6d. to 4s. a yard. Blankets were also made from Forest wool. There were thirty looms and three waulk-mills in the village. There were then only six hundred persons in the parish. The people made all the yarn required for their own use, and also a quantity for sale. The annual consumption of wool was estimated at two thousand two hundred stones. Melrose had one hundred and forty looms, most of which were employed in making woollen cloth. There were sixty-five looms in Hawick employed on linens and woolens. Fourteen of these were carpet looms, belonging to Messrs. Robertson & Co., who commenced operations about eighteen years previously with a capital of £400. There were six stocking frames in the town, four belonging to Mr. Hardie and two to Mr. James Halden. Jedburgh is described as "a royal burgh where there has been much dispute and dissension about their town politics, so that the people have neglected all business, and paid little or no attention to manufactures." There were fifty-six looms in the town, but these were all employed in jobbing. In Kelso about forty looms were employed, chiefly in making blankets and flannels. The weavers usually made seventy yards of flannel in two weeks on two looms wrought by a man and a boy. The annual consumption of wool was two thousand two hundred stones. In Peebles forty looms were employed in making coarse woollen goods. In Selkirk a few looms were devoted to jobbing work in wool, but a considerable quantity of yarn was made in the district. It was estimated that £55 a week was paid in the town for spinning. Looms might be found in almost every village of Scotland at the time referred to, but only in the cases mentioned did they do any but what was known as "customer work"—that is, the weavers wrought up the yarns spun in the households of farmers and others, and the cloth was returned thither for the use of the families.

As an indication of the progress made in the quality of the woollen goods manufactured in Scotland in the end of last century, we copy the following paragraph, which appears under the head "Edinburgh" in the "Annual Register" for 1793: "An eminent manufacturer in this town has just finished two elegant gown pieces, manufactured from Shetland wool, the one for her Majesty, the other for the Duchess of York. He has also just finished a very handsome vest piece for the Prince of Wales, and a beautiful gown piece for the Duchess of Gordon, both from common Scotch worsted. Encouraged by such patronage, it may reasonably be hoped soon to see the woollen manufactures attain a degree of perfection hitherto unknown in this country. A gown piece similar in pattern to that of her Majesty has been ordered for the Empress of Russia."



## SCOTCH TWEED TRADE; ITS ORIGIN, PROGRESS, AND PRESENT CONDITION—DESCRIPTION OF THE MANUFACTURING PROCESSES—WOOL SORTING, WASHING, AND CARDING.

the woolen manufactures of Scotland made considerable progress during the first half of this century. Improvements in machinery and the mode of working up the wool had brought about a gradual change for the better in the condition of the manufacturers and their workmen; and the good quality of their productions began to be widely appreciated in the markets at home and abroad. In 1825, the number of persons employed in the various branches of woolen manufacture in Scotland was

The value of the raw material consumed was estimated at £300,000, and the value of labor at £150,000; so that the total value of the produce was £450,000. The fine broadcloths made in Aberdeenshire competed successfully in the London market with the productions of English looms, notwithstanding that the latter enjoyed a wide reputation; while the advanced prosperity of all classes at home led to an increased demand for narrow cloths, tartans, checks, flannels, and the like. The power loom was introduced into the trade about the year 1830, and by its aid the quality of the narrow cloths, or "tweels," was improved, while the rate of production greatly increased. A year or two afterwards a little incident occurred which, proving that there is something in a name, gave an impetus to the "tweel" and helped to lay the foundation for the extraordinary development of that branch of manufacture which has taken place during the past thirty years. Messrs. James Watson & Son, of Hawick, sent a quantity of "tweels" to one of their customers in London—the late Mr. James Locke, who was one of the earliest merchants to introduce that kind of goods in the metropolis. In the invoice the word "tweels" was written distinctly, and was read "tweeds" by Mr. Locke, who, in ordering a further quantity, adopted what he conceived to be a new and happy designation. The writings of Walter Scott had made the Border land and the Tweed famous all over the country, and the use of the name of the river to designate a material for dress manufacture on its banks, and those of its tributaries, was shrewdly calculated to extend the saleability of the article. The name, added to the strength, flexibility, and other serviceable qualities of the "tweeds," made them fashionable among the English noble and gentlemen who came to Scotland to shoot and fish, and they gradually wrought their way into popular favor.

From the incident related above, the history of the Scotch tweed trade may be said to date. Consequently the history is embraced in a brief period of time; and if we proceed in chronological order, this branch of woolen manufacture would fall least with after all the others. A slight link which connects it with the earliest history of Scotch looms, added to the fact that it is now one of the most important industries in the country, induce us, however, to give it precedence. The Galashiels "blues," and "drabs," ruled the fashion in male attire for many years; but the manufacture of these received a check by the commercial disasters of 1829; and the freshness of hues having by that time palled upon the public taste, it was found impossible to revive the trade. Something new was demanded by the public; and the manufacturers exercised their ingenuity to meet the demand. The first departure from conventional "blues" and "drabs" is attributed to various persons. Sir Walter Scott, while sheriff of Selkirkshire, had a pair of trousers made out of a Scotch checked cloth, and his example was followed by many persons. A new direction was thus given to the woolen trade, and the hopes of the manufacturers revived. The tweed trade in its latest development may, however, be said to owe its origin to the simple idea of bringing together two or more yarns of different colors. We have been unable to trace the author of this idea; but we believe that Jedburgh claims the honor of having first produced cloth made of yarn of mixed colors. Granting Jedburgh the honor of the origin of the trade, we must give the chief credit of its perfection and development to the Galashiels, which early leapt into the foremost place, and yet creditably maintains it. In 1829 our tweed makers could boast of only fifteen sets of carding-engines, but represented a much greater number of manufacturers. In those days, the fortune-teller of "quarter of a set" was a "maister," and a man of means. In a business-note-book belonging to one of the oldest firms in the trade, and containing a list of manufacturers in 1829, we find no fewer than thirty-four names, with a foot-note to effect that there were "a number of smaller ones." The total turnover per annum was then down at £26,000. It is only by comparing these modest figures with the present turnover of upwards of £2,000,000, that one can gain anything like an adequate conception of the extent and rapidity of the development of the tweed manufacture.

The trade, no doubt, very largely owes its success to the genuineness of the article produced, and the consistent anti-shoddy policy of its leading manufacturers. The "warps" and "mungo" of Yorkshire are unknown in the Scotch trade, and consequently the result is the production of an article admitted on all hands to be unsurpassed for soundness of texture. Unlike the much milled, much raised, and much shorn wools of the continent or the West of England, a thoroughly good Scotch tweed undergoes no process tending to injure the texture or impoverish the cloth, but comes to the



wearer with all the natural strength of the material unimpaired—an honest material honestly made. So long as the Scotch makers adhere to this policy, and refuse to be tempted into competition with unscrupulous imitators, they will no doubt continue to hold their own. From an outside and consumers' point of view, we should say that their strength lies in persistently sticking to the manufacture of the article that specializes them, and that most fully presents the character and features of the Scotch tweed. The moment they leave their own ground to compete with others, either in closeness and fineness of fabric or perfection of finish, their productions will not stand a comparison with the Belgian, French, or West of England cloths. Another strong point—also a consequence of the anti-shoddy policy—is the purity and brilliancy of the colors obtained. The amount of attention given to style is another special feature that contributes largely to the general success and appreciation of Scotch tweeds. In this respect they rank second to none; and many makers, both English and foreign, who beat the Scotch in certain niceties of manufacture, notoriously imitate their styles. Imitation is the sincerest of flattery, but unfortunately, in this case, the Scotch trade pays for the compliment. A good style is no sooner out sometimes than it is reproduced by Yorkshire makers in a lower quality; and beyond a doubt those “Yorkshire-Scotch tweeds” interfere considerably with the sale of their more costly but, in the end, cheaper and more honest originals. In the jurors' report on the Exhibition of 1862, the following allusion is made to Scotch manufacturers: “To the Scotch manufacturers belong the credit of having found out what the public like, and of having led for a considerable period the public taste. So largely have their productions been imitated on the continent that many of the choicest fancy trouserings of France and other countries are easily traceable in design and coloring to their Scotch origin.”

Before quoting actual statistics to represent the extent of the trade as at present existing, some explanation is necessary. It is the custom of the trade, in busy times, to supplement their day of ten hours by what the trade calls “working shifts”—that is, working extra time, with relays of fresh hands—so that a day is sometimes lengthened out to fifteen, twenty, or even twenty-four hours. This being the case, it will at once be seen that any computation based upon the day of ten hours—such as the statement we give—is capable of considerable elasticity, and in such busy times as the trade has already experienced, may be increased by at least twenty-five per cent. without overshooting the mark. We may also add that from our estimate we have deducted all machinery employed in the kindred trade of hosiery—a branch of manufacture frequently carried on by the same firms and in the same factories with tweeds, so that our figures show the strength of the tweed trade alone: No. of firms, 85; sets of carding engines, 340; spindles, 255,000; looms, 2,720; horse-power employed, 3,400; weight of wool consumed annually, 10,642,000 pounds. Number of persons employed: Males, 5,440; females, 8,160—total, 13,600; total population depending on the trade, 23,800. Capital employed, £1,360,000; wages paid annually, £340,000; value of wool used, £1,064,200; value of goods manufactured, £2,040,000. To these statistics must be added the fact that a considerable quantity of yarn is spun for the tweed market in various parts of the country—a trade largely taken advantage of by manufacturers in busy times, but not included in the above figures. To show the progress made by the trade during the past seventeen years, we subjoin some statistics relating to the years 1851 and 1862. In the former year there were seventy-two tweed factories, employing three hundred and twenty-nine power-looms, and two hundred and twenty-five sets of carding engines; and the value of goods made was estimated at £900,000. In 1862 there were eighty-two factories, employing one thousand and sixty-nine power-looms, and three hundred and five sets of carding engines; and the value of goods made was £1,830,000.

There has been of late years a wonderful advance in the machinery employed in the tweed trade, and particularly in the self-acting direction—an advance which, in spite of the prejudice of the workman himself against the introduction of self-acting machinery, not only dignifies his labor, but has also greatly enhanced its value. Skilled labor in the tweed trade is every day rising in price, and the place of a thoroughly educated man in any of the various departments of carding, designing, dyeing, &c., promises to rank among the best paid appointments of the kind in the country. The vigorous interest—which it is to be hoped will end in as vigorous action—taken in the matter of technical education by the representatives of the trade in the South of Scotland Chamber of Commerce, shows the lively demand existing for skilled labor. The chamber have resolved to send Mr. Robert Gill, of Innerleithen, a gentleman well acquainted with the woollen trade of the district, to inspect the textile technical schools on the continent. Mr. Gill will visit the principal technical schools in France, Belgium, and the German States, for the purpose of ascertaining their influence on the woollen trades in these countries, and what features of them it would be advisable for the advantage of the woollen trade of the South of Scotland to have established in the district. Such a thing as technical training is almost unknown in the South of Scotland and in only one process—that of dyeing—has it been attempted; but though a few employers may have studied chemistry under competent teachers, such study has been

the reach of operative dyers or mill-workers, and it is to afford all who may require the best knowledge of their business that a properly organized textile school for the trade is desired. Mr. Gill's report is expected to be both interesting and valuable for all connected with the woolen trade.

The tweed trade has extended from its birthplace to various towns between Inverness on the north and Dumfries on the south, it maintains its primacy in the valleys of the Tweed and its tributaries. Most of the factories are of modern construction, a considerable number of them having been built within the past ten years, while the old mills have been altered to suit the changes which have taken place in recent years in the modes and processes of manufacture, as well as in the art of sanitation. Many of the mills are stately edifices of four, five, or six stories, and their spacious floors are laden with machinery of the most ingenious and modern construction. Nearly the whole of the wool used in the trade is imported from the colonies of Australia, New Zealand, and the Cape, and from Buenos Ayres; the Scotch wool forming only a small proportion. In order to its being converted into yarn, the wool, after it enters the factory, has to undergo upwards of twenty processes, all of which are performed by machinery. The wool arrives in compact bales and is pressed up under hydraulic pressure, and bound with bands of iron. The "sorters" open the bales and separate the wool into classes according to quality. Usually three classes are recognized—primes, seconds, and thirds. After being sorted, the wool is put into a huge bath, across which ranges of iron prongs are placed at intervals. This is the "dyeing" machine; and when it has been charged with wool, water, and a certain quantity of alkali, the prongs are set in motion, and the natural grease or "yolk" is thoroughly washed out of the wool. Connected with the scouring machine is a mangle through which the wool is passed, and from which it emerges in a slightly flattened condition. It is then spread in a thick layer on the grated top of a chamber connected with a fan. The air in the room on the floor of which the chamber is referred to is heated, by means of steam-pipes, raised to a high temperature. When the fan is in motion it draws the heated air through the wool, which is thus dried in a short time. At this stage the wool is usually dyed, though in some cases it undergoes that process until it has been converted into yarn. We shall suppose, however, that the dyeing is not to take place until the wool has been spun. After being dyed, the wool is passed through the "willy," or teasing machine, which opens the wool and extracts the dust and other impurities, and from which it emerges in loose bales. When the natural oil has been separated from it, the wool becomes crisp; and to get it into a workable condition, it has to be slightly moistened with olive oil. This was done by hand until quite recently, but a machine has been devised which distributes the oil more evenly, and mixes it more thoroughly than it could be done by hand. The wool is now ready for carding; which is one of the most important processes in the manner in which it is done depends to a great extent the equality and strength of the yarn.

All the machinery used in the woolen manufacture was devised for working cotton, and it was readily adapted to the coarser though more valuable fiber. The credit of inventing such machinery lies chiefly with the cotton districts of England, so that we cannot follow minutely the history of the inventions. Hand-cards for preparing the wool for spinning were introduced into this country about five hundred years ago. It was not until the middle of the last century that any attempt was made to improve these primitive tools. The first idea in the way of improvement was the fixing of the card on a table or stand, and suspending over it two smaller cards, one in each hand, the operator worked with each hand. The cards used in this way were called "double cards," and as they enabled one person to accomplish more than twice the work that could be got through by the old system, they were considered to be a great step in advance. When Hargreaves, Arkwright, Crompton, and Cartwright came on the scene, and devoted their ingenious brains to the improvement and perfection of the appliances for working cotton, an entire revolution took place in the textile manufactures of the country. Machinery driven by steam or water-power was introduced into carding, spinning, and weaving, while to many of the other operations the use of the iron arm was extended.

The machinery has been brought to great perfection by subsequent inventors. In a first-class woolen mills, each set of "carding engines"—the productive power is calculated by the number of sets—consists of four machines. The first of these is called the "scribbler," and has two large cylinders and twenty-five small ones, all covered with spikes of wire. The wool is fed on an endless apron; and in order to insure regularity the apron is marked off into sections, and the girl who feeds the machine has to spread a certain weight of wool on each section, a pair of scales being attached to the machine for weighing the wool. In passing through the cylinders the wool is separated from all entanglement, and is drawn off in a continuous rope, which is fed into the second machine, named the "first carder." There is a large cylinder and about half a dozen small ones in the first carder, and the arrangement of which these are covered is finer and more closely arranged than in the scrib-

bler. The "second carder," through which the wool next passes, is in like manner finer than the first. In the early days of the tweed manufacture, the scribbler and a carding machine were considered sufficient; but now second carders are invariably employed. Not only so, but another machine, which continues the carding and expedites subsequent operations, is being generally introduced. This machine is the "condenser," respecting which we shall have something to say further on. Where the condenser is not employed, the wool is delivered from the second carder in detachable pieces called "cardings," equal in length to the breadth of the machine. As these are produced, they drop into the "piecing machine," which joins them together and winds from ten to a dozen or more of them in the form of continuous threads on large bobbins or "spools." The spools are then placed on the "billy," which does the first part of the spinning process, each line of united cardings supplying one spindle of the billy. The piecing machine was invented by Mr. John Melrose, of Hawick, in 1844; and though it is now likely to be entirely superseded by the condenser, it is a most ingenious piece of mechanism, and has done good service in its day, having been adopted not only by the Scotch and English manufacturers, but by those of Russia and other foreign countries. Before it was invented, the carding-machines could not be made above half their present width, and the piecing had to be done by hand, so as to get the wool passed through the "slubbing" on the billy. The inquiry which took place previous to the passing of the factory act in 1833 revealed the fact that great hardships were endured by the children who wrought in the woolen factories; and the hardest lot of all was that of the "pieceners," or children who joined the cardings on the creeping-cloth of the slubbing billy. The carders turned out the wool in rolls about thirty inches long; and, gathering up a handful of these, the piecener stood behind the billy, and as the cardings were drawn in he kept joining fresh lengths to the end of each. This work, which required constant watchfulness and great activity of the fingers, had to be continued for twelve, fourteen, and even sixteen hours a day. The creeping-cloth was formed of coarse canvas, and, by frequent contact with it, the skin was rasped off the fingers of the children, and in the winter time especially they suffered much. Nor were these their only causes of unhappiness. If by any mischance or neglect they failed to piece one of the rolls, and thus caused an interruption in the work of the "slubber," they were severely punished. For eighty-four hours' work the boys received one shilling and eight pence a week, and an annual gift of a suit of "Gallashiels gray" and a Kilmunock bonnet.

The restrictions put upon the employment of women and children by the factory act led mechanicians to consider whether the labor of which the manufacturers were thus to some extent deprived could not be supplied by machinery. Several contrivances were tried, but Mr. Melrose's piecing machine was so complete that it was, as already stated, at once introduced into the factories. About the same time a great improvement was effected in the carding process. Formerly the carder was supplied with wool in the same way that the scribbler is now fed; and it was, of course, impossible that the mere feeling of the fingers could adjust the wool on the feeding-table so as to be of a uniform thickness. As the wool went unequally into the carder, so it came unequally from it; and as the rolls were thus unequal in thickness, so were the threads into which they were spun. This was a continual vexation with all yarns intended to be twined together in different colors for making tweed. Hand-piecing, too, necessarily stretched the loosely combined cardings, and careless children sometimes carried this "rackin' the rowin's," as it was called, to such an extent as often to make the yarn quite unfit for tweeds. As Melrose's piecing machine got rid of hand-piecing with its faults, so the "feeding machine" got rid of the evil of feeding the carders by hand. The feeding machine was an adaptation of the cotton machinery to woolen cards, and the principle of it was to take the wool from the scribbler in the form of a sliver, and apply it to the carder, as we have described above. To illustrate the advantage of the invention, we may state that if the scribbler feeder makes an inequality on the feeding-table, that affects only the one sliver coming off the machine at the time. Sixty slivers from the scribbler are fed side by side into the carder, and these sixty are reduced to one. Then sixty slivers from the first carder are put on the second carder, and undergo the same process of reduction; so that the original inequality is reduced in a ratio represented by  $60 \times 60$  to 1. Sliver-feeding is of equal importance as regards condensers, and, curiously, the general introduction of those machines was delayed for many years owing to the want of sliver-feeding, although an apparatus for making the slivers was sent from America by the gentleman to whom Scotland is indebted for the condenser. The condenser was so called because it abbreviated the processes—taking the place at once of the billy and piecing machine.

Connected with the condenser which is now superseding the piecing-machine, there is a little history. Mr. Thomas Roberts, of Galashiels, went to America in 1830 to push his fortune, and while there saw the condenser at work. Conceiving that it would be advantageous to the trade of his native town if such a machine were introduced, he set himself to study the condenser, and, having mastered all its parts, he made drawings thereof, and these, together with a minute description, he sent to his brother, (Mr.

Mr. George Roberts, lately provost of Selkirk.) Models of the more important parts of the machine were subsequently sent, and Mr. George Roberts had a condenser constructed on these, but a trial of it made at Huddersfield Mill, Galashiels, was not satisfactory. The machine was set aside. Mr. Wilson, of Earlston, and Mr. Holdsworth, of Glasgow, took up the idea, however, and obtained a patent for what they considered to be a perfect condenser. Manufacturers in Galashiels, Hawick, and elsewhere gave this machine a trial, but they found that they could not get it to make equal yarns, and in the case of mixed colored goods, the inequality caused shading or "barring" as it is technically termed. So the machine was condemned; and the gentleman who had first recommended it, and had made a considerable sacrifice of money and labor to have it introduced, was censured for what he had done, as a large amount of money had been sunk in machines which could never be got to work. Mr. Roberts returned from America some years afterwards, and discovered to his surprise that the makers of the condensers which had been condemned had neglected to supply an essential part of the machine—namely, that for feeding by slivers instead of by hand. The omitted portions of the apparatus, which had been lying for years in a lumber garret, were hunted up by Mr. Roberts. The other parts of the sliver-making machine were constructed under his superintendence, and the "feeding machine," as it was then called, was started in a small mill at Selkirk, which was the nucleus of the present Forest Mills, the property of Messrs. George Roberts & Co. It was so obviously an improvement that all carders in Galashiels and Hawick were fitted with it as speedily as possible; Melville's piecing machine was invented about the same time, and the two united marked a new era in the woollen manufactures of Scotland. The condenser has been much improved by an English machine maker, and, as we have stated, has been adopted by many of the manufacturers. Essentially, the condenser is a carding machine, the chief difference being in the delivering apparatus. When the sliver comes off the second roller, it is wound up on large spools or bobbins. Fifty or sixty of these are set in a row behind the condenser, and the slivers led in through rows of pegs, which draw them out a little and lay them flat on the feed-apron. The large and small cylinders are completely covered with the hooked wires which comb the wool, but while in the old doffer the "doffer," or delivering cylinder, had a card and a space without card altering in a longitudinal direction, the doffer of the condenser is covered with a series of rings of card, separated by a narrow space from each other. The old-fashioned doffer caught the wool from the cylinder so long as the card was passing it; but when the naked space reached the cylinder it made a break, and so each card of the doffer went round, and its burden was dropped into the piecing machine in the form of a "carding." The condenser doffer, being a series of complete rings, catches the wool continuously on its side next the cylinder, and gives it off continuously at the opposite side in the form of a very small sliver from each ring. The slivers are caught by rollers and carried forward in a loose, delicate combination to what are called the "rubbers," two endless webs of leather having both a forward and transverse motion, the latter rubbing each of the fine fillets of wool into a firm condition, so that they may be wound upon a bobbin. When the wool reaches this point, it is ready for the next process—the spinning. The delicacy of the condensing process may be judged of from the fact that in Galashiels it is not unusual to see the slivers, or "rovings," as they are sometimes called, so light, that it would take four of them to be as thick as one of the threads from which Scotch blankets are usually made.

The spinning and subsequent operations will be described in the next paper of this

#### THE MANUFACTURE OF TWEEDS—THE SPINNING, DYEING, WEAVING, AND OTHER PROCESSES DESCRIBED—EARNINGS AND SOCIAL HABITS OF THE WORKPEOPLE.

The earliest mode of spinning wool and other fibers was by means of the distaff and spindle, and no improvement was made on those appliances until spinning by a wheel was invented in the fourteenth century. Though the spinning-wheel, even in its simplest form, was a great advance on the distaff and spindle, yet it did not speedily supersede them. Ladies had adopted spinning as an easy and profitable recreation for their spare hours, and preferred the ancient method, which remained in use until a time within the recollection of many persons yet alive. About the middle of the sixteenth century, a great improvement was made on the first form of spinning-wheel, by so constructing it that the operator could be seated, and by means of a treadle keep the spindle in motion, thus enabling both hands to be used in manipulating the wool. Spinning-wheels of this kind are to be found in almost every home in the Highland districts, and one of these articles is still considered a most suitable gift to a bride. The spinning wheel forms a picturesque and significant accessory in many paintings of domestic scenes in the pastoral regions, and our Queen not only owns one, but knows how to use it. The "muckle wheel" was employed extensively in some parts of the country in preference to the treadle wheel. It consisted of a fly-wheel of wood which set the spindle in motion. The operator gave the wheel a smart shove round with the hand, and then walked backward, as ropemakers do. By holding the "roll" or "carding" of



wool firmly between the fingers while retreating, it was drawn to the required size yarn. The impetus of the wheel enabled the spinner to retire five or six yards, and thread of that length having been produced, it was wound up on a spindle as the operator returned to give a fresh impulse to the wheel. As the textile manufactures of the country extended, a more expeditious mode of spinning was desired; and many unsuccessful attempts were made to supply the want. At length the difficulty was overcome to an extent never dreamed of, by the invention of the "spinning-jenny." The author of this contrivance was James Hargreaves, a weaver at Standhill, near Blackburn. Too poor to patent his machine, and so make a fortune by it, as he would undoubtedly have done, he employed it secretly in making web for his own loom; but the knowledge that he had devised labor-saving apparatus got abroad, and his neighbors broke into his house and destroyed the "jenny," little calculating that in that rudely constructed piece of mechanism lay the germ of much of the subsequent manufacturing prosperity, not only of England, but of the world. Arkwright, also, succeeded in producing a spinning machine based on an invention of a foreigner, named Paul, who conceived the idea of spinning by rollers, though he did not succeed in carrying into practice. A third inventor—Samuel Crompton, weaver—united the leading features of the "spinning jenny" and Arkwright's machine in the "spinning mule," which is now universally used in spinning wool, linen, cotton, &c. A subsequent inventor has given the "mule" the power of self-action; and now it spins five hundred, eight hundred, or even one thousand threads at a time without requiring any attention beyond that of a boy or two, whose duty it is to mend any threads that may break. The self-acting mules are now coming into general use in the Scotch woollen mills, and it is no uncommon thing to find in one apartment, and under the charge of not more than a dozen persons, machinery capable of producing as much yarn in a day as could be made in the same time by twenty thousand of the most expert spinners on the old-fashioned wheel.

The yarn requiring to be dyed is reeled into "cuts," and "hanks" of three, four, or six "cuts," as found most convenient. The oil is scoured out of it, and if it is not to be colored, it is hung up in a close room and exposed for a certain time to the fumes of sulphur, which make it a pure white. All colors of yarn are employed in the tweed trade; and as a good deal of the beauty of the cloth depends on the quality of the dyes used, the dyeing is one of the most important departments of the manufacture. Some knowledge of chemistry is essential on the part of the foremen, and a thoroughly efficient man never fails to obtain liberal wages. In the early days of the woollen manufacture of England, dyeing was but imperfectly understood. Not that there was any want of a variety of dyestuffs, but their chemical qualities were not sufficiently known to enable them to be successfully applied. The importance of the art was not lost sight of, however, and foreign dyers were encouraged to settle in the country. In 1552, an act of Parliament was passed limiting the number of colored cloths to "scarlet, red, crimson, murray, pink, brown, blue, black, green, yellow, orange, tawny, russet, marble grey, sadnew color, asemer, watchett, sheep's color, lion color, motley, or iron-gray." In the reign of William and Mary the list was extended by the following additions: "Violet, azure, friar's gray, crane, purple, and old medley." Not only were the colors limited, but the mode of producing them was regulated by statute, the use of certain materials—such as logwood and gall—being prohibited. In the sixteenth century manufacturers began to dye the wool before it was spun, instead of, as formerly, after it had been spun and woven. Notwithstanding the variety of colors which the dyers were capable of producing, only a few could be considered good or permanent; and up till 1667 the fine broadcloth of England was sent to Holland to be dyed. During the last fifty years a great advance has been made in the art. Chemists have successfully sought to increase the number of dyes, and the man who discovers a new and really good tint now-a-days may be said to have found a fortune. From the most unlikely materials beautiful colors have been extracted. A dye closely allied both in properties and appearance to the famous Tyrian purple has been extracted from guano; and the nasty tar which exudes from coal in the process of gas-making has recently been found to contain the elements of a series of dyes of great beauty. Wool is always dyed in boiling liquid, the heat being necessary in order to fasten the colors. The yarn is hung upon poles which stretch across the mouth of the boiler and rest upon its sides; and while suspended in this way, the dye has free access to every part of it. In order to facilitate the process, the workmen keep constantly turning the hanks on the poles. The time usually required for all the operations in dyeing ordinary colors is three hours. The tweed manufacturers have bestowed great attention to the art of dyeing, and with the most gratifying results; but we do not think it necessary to go further into the details of the process, though they are exceedingly interesting.

On being taken from the boilers, the yarn is rinsed to free it from any superfluous dyestuff, and is then carefully dried. The yarn intended for the warp or longitudinal threads of the web is more firmly twisted than that for the weft; and on the completion of the dyeing process, the former is wound on bobbins for the warp-mill, and the latter on pirns for the shuttle. The warper takes the bobbins, and, by the use of a winding-machine of peculiar construction, arranges the threads in parallel rows, and



finally winds them on a cylinder which forms part of the loom. The warp threads are then drawn through the "heddles" and "reed" by boys, and the whole is ready to be fixed in the loom. Before the invention of the power-loom, weaving was done by hand, and the loom employed was of the simplest construction. A few specimens of the hand-loom still linger in the manufacturing centers and in the rural districts, where faith in "homemade" stuff still survives. Up till twenty years ago, the hand-loom weavers formed a large section of the industrial population of Scotland, and most of them worked in their own houses, the factory system then being in its infancy. They were a grave, thoughtful, and exceedingly industrious class; and from their ranks went forth many men who took an advanced position in the world of learning or were noted for their commercial enterprise. Among those who still preside at "the four stoops of misery," as the hand-loom is designated in some parts, men are to be found who possess a knowledge of history, politics, and general literature that would adorn a much loftier station of life. As a class, they suffered great hardships through the introduction of the power-loom. Those among them who had spent their early days and prime of manhood in throwing the shuttle, could ill adapt themselves to other pursuits; and they clung to their vocation, resolved to be content with an occasional web, which they calculated would fall to their share when the productive power of their mechanical competitor was unequal to meet the extra demands made upon the manufacturers for certain classes of goods. In this way those of them who remain are still employed, and usually when they obtain a web, they have to sit at it early and late to get it done within the limited time. Their life is thus in many instances made up of days and nights of close application to work followed by disheartening intervals of idleness. The hand-loom weavers are generally to be found together in a certain quarter of the town, and in several cases that quarter is known as the Weavers' Row. In busy times the "rickle-tickle-tick" of the looms may be heard issuing from every door and window, and a stranger might have the impression that he was in the midst of a hive of industry in which the bees could not fail to have every comfort and happiness. But there are frequent gloomy, weary days, in which the shuttle lies at rest, and the men hang about the doors with sad countenances or saunter to the factory with a slow and seemingly hopeless step to ascertain what prospect there is of obtaining another job. It is a curious fact that in Galashiels hand-loom weaving is still paid by the scale of rates which ruled before the introduction of the power-loom.

The invention of the power-loom marked an era in the textile manufactures of the world. Like most other contrivances used in making woolen cloth, the power-loom was originally devised for weaving cotton. The inventor was the Rev. Dr. Cartwright, who, considering it probable that when Arkwright's patent for spinning machinery expired, so many mills would be erected and so much cotton spun that hands would not be found to weave it, supposed that Arkwright's next task would be the invention of weaving machinery. The hint thus thrown out was allowed to pass unheeded, the doctor's manufacturing friends considering the weaving of cloth by machinery to be an impossibility. Though not a mechanician, Dr. Cartwright regarded the idea to be not only of vast importance but of perfect practicability. He devoted close attention to the subject for a year or two, and patented two machines, neither of which, however, could be got to work satisfactorily. After years of anxious labor and the expenditure of £40,000 on experiments and patents, the Doctor so far succeeded that, on application to Parliament in 1808, he received a grant of £10,000 as a return for his losses and exertions. Other hands took up the machine, and it at length was made perfect, and for forty years at least has been employed in the manufacturing districts of England. Among those who tried to devise a machine to supersede the hand-loom was Mr. Bell, of Glasgow, who in 1794 had a power-loom constructed; but he did not succeed in getting it to work. In 1796, Mr. Robert Miller, of the same city, patented some improvement on Mr. Bell's machine; and in 1810 a factory furnished with two hundred improved looms was erected at Pollokshaws. Several years elapsed, however, before the enterprise succeeded. In 1825 there were but one thousand five hundred power-loom in Scotland, and these were applied only to the production of coarse linen and cotton goods. A few years afterwards an attempt was made to weave woolen yarn on them; but before that could be done certain improvements had to be effected, and it was not until a few years later that the machine was got to work properly. Now the power-loom is almost exclusively employed in the tweed trade, and as adapted to that particular branch of weaving it produces work of unequalled quality.

The general distinction between a tweed and a cloth is that a cloth is woven loosely and felted firmly, while a tweed is woven firmly and felted in a less degree. On the loom the tweed looks so close and fine that it would be thought impossible to improve it. In passing through the intricate passages of the weaving departments of one of the large tweed factories, one is struck by the great variety of styles and patterns in progress. Each loom works two widths of cloth, and though the same shuttles cross the warp of both, the colors of the completed fabrics may differ considerably. By using warps of different hues, the cloth, though made with the same weft, will of course be dissimilar in shade. To the inexperienced eye the appearance of many

patterns of tweeds is little distinguished from plainly woven cloths, but that little distinction is often the result of no small amount of ingenuity in the distribution of threads and colors in the loom. For fancy patterns, the looms commonly used are modification of the Jacquard, limited to work twenty "leaves" or sets of "needles." The looms are superintended by young women, who earn large wages, and to whom the work is well suited, as it is easy and healthy. They have simply to look out for and mend broken threads, keep the shuttles supplied with yarn, and remove any knots or imperfections in the work. The hand-loom weavers had a strong prejudice against the power-looms, and would not relinquish their old-fashioned machines and go to work with the new; hence females were set to do the work. Ultimately the men came to think that they should overcome their prejudices, and many of them would have taken charge of the power-looms; but the women having got possession, determined to keep it, and minding a power-loom is now regarded as a woman's and womanly occupation.

On being taken from the loom, the cloth is examined by "birlers," who pick out any irregular threads, hairs, or dirt; and by "darners," who insert with a needle any portions of the warp or weft that may have been omitted in the weaving. It is then milled or "fulled." From a peculiarity in their formation, the fibers of wool possess the property of felting, and under the "stocks" of the fulling-mill they become hooked together in a compact layer; and by continuing the process of fulling for a sufficient length of time, the warp and weft of a piece of cloth would get so united as to be indistinguishable by the eye. As already pointed out, however, the degree of fulling forms one of the distinctions between superfine cloth and tweed; for while the former receives four fullings of three hours each, the latter generally receives much less. To variety of style in tweeds has recently been added variety of finish, and while some cloths are highly felted, others receive no more than is necessary to cleanse them thoroughly. Cloths made of scoured yarns are usually milled with fuller's earth, which, while it possesses great cleansing properties, is less liable to injure delicate colors than soap containing alkali. Before the invention of fulling-mills the cloth was "waulked" or shrunk by being tramped by men's feet in tubs; and when this method of conducting the operation was superseded, the attention of the Parliament of Edward IV was seriously called to the fact that "hats, bonnets, and caps, as well single as double, were wont to be faithfully made, wrought, fulled, and thicked by men's strength—that is to say, with hands and feet—and thereby the makers of the same have honestly before this time gained their living, and kept many apprentices, servants, and good houses, till now of late that, by subtle imagination, to the destruction of the labor and sustenance of many men, such articles have been fulled and thicked in fulling-mills, and in the said mills the said hats and caps be broken and deceitfully wrought, and in no wise by the means of any mill may be faithfully made."

After being milled, the cloth is "raised" by being passed over a cylinder covered with teasels—the seed-pods of the *Dipsacus fullonum*, a plant extensively cultivated for the purpose in the cloth-making districts of England. Numerous attempts have been made to supply the place of the teasels by cards or combs of wire; but nothing that has yet been tried can raise the fibers so nicely, and with so little injury to the cloth, as the teasel. The cloth is stretched on "tenters" or rails to dry. Each rail has a row of hooks, and on these the cloth is fastened, a selvage of coarse wool being worked on the web for the purpose of accommodating the hooks without injury to the body of the fabric. In this way the cloth is evenly stretched; and when it dries, the threads lie straight and regular. A tentering and drying machine has recently been introduced, which enables the manufacturers to carry on their operations independently of the weather. The cloth, as it passes into the machine, is fixed on a series of tenter-hooks attached to a pair of endless chains. It is then passed over a series of heated pipes, which rapidly expel the moisture. The next operation is "cropping," or cutting off the long fibers raised by the teasels. In an interesting paper on the "Wool Manufactures of Hawick," recently read to the Hawick Archaeological Society by Mr. D. Watson, the following account is given of the manner in which raising and cropping were done in the early days of the woollen manufacture:

"The cloth, being stretched or hung over a frame in front of the workman, was brushed over with hand-cards, previous to the introduction of teasels, to raise the loose fibers of the wool to the surface, and lay them all in one direction. When the whole web had been gone over in this manner, it was handed over to the 'clipper,' whose apparatus consisted of a long, narrow stool or bench, the top of which was cushioned, and a pair of large and peculiarly shaped shears, about eighteen inches long in the blades and curved to fit the top of the cushion. These shears, which had a spring like the common hand-shears to open the blades, smoothed a considerable portion of the surface at every clip, and could be used pretty rapidly by an expert workman. Owing to their large size and peculiar form, there was some difficulty in getting them properly ground, which was at length overcome by the erection, at Galashiels, by subscription of a large grindstone, to which all the manufacturers in the district sent their shears once a year to be ground, a professional cutler being brought from Sheffield to do the

occupied him from a month to six weeks." The cropping is now done by an American invention. The raised fibers are neatly and evenly shorn by being passed under a small roller, on which a series of steel blades are arranged in a row. By repeatedly raising and cropping the cloth, a very fine surface may be obtained, but that can be done only at the expense of damaging the fabric, and taking the value out of it; and in making tweeds, these operations are usually limited to giving the surface a slight dressing, so that the texture of the cloth is unimpaired. Some years ago, however, it was considered necessary that every pattern should be seen, and in order to produce that result the cloth had to be raised and cut very closely.

The cloth is finished by being pressed between warm mill-boards in a hydraulic press; and after a final, careful examination, is measured and rolled up ready for use.

The carding-engines, with the other necessary machinery, produces annually about a hundred thousand pieces of cloth, or fifty thousand yards; and the total production, including goods made from bought yarns, may be roughly estimated at about fifteen million yards.

A single yard of cloth of average weight; so that a man in a complete suit of tweed, with overcoat, carries about with him rather more than twenty miles of woolen weight of a yard of the thinnest tweed made for summer wear is about six ounces; while that for winter use ranges as high as eighteen and even twenty ounces per yard. The fair average weight of cloth for each season, summer and winter, is about ten ounces and fifteen ounces per yard.

There is no fixed scale of wages in the tweed trade, and the rates vary considerably, not only at the different centers, but in the factories of individual towns. In few if any branches of industry are female workers paid so liberally—indeed their wages are often less than those of the men. According to one statement we have received, the operatives employed in the weaving department earn on the average about twelve shillings a week; superior hands occasionally make from sixteen shillings to eighteen shillings a week. Another statement places the average at eleven shillings, and the highest at twelve shillings to fifteen shillings. Male operatives receive from sixteen shillings to twenty shillings a week, according to the department in which they are employed. Men in charge of departments have a shilling or two more. It will thus be seen that a family in which the father and, say, three sons or daughters are at work—no uncommon case—enjoy an income equal to that of many who have to maintain a far higher social position.

One of the striking features of notice, and one that does not fail to strike observant persons visiting the manufacturing districts of Scotland, is their superiority in a sanitary point of view to many other works of the kind. The occupation itself is a peculiarly healthy one, especially in the carding departments, where the equal temperature necessary to the work, and the amount of oil held in the atmosphere, are said to present peculiarly favorable conditions for a certain class of invalids. The fact was first taken notice of by the late Doctor M'Dougal, of Galashiels, and fully corroborated by the investigations of Sir James Y. Simpson. It is by no means unusual in the manufacturing districts for persons threatened with pulmonary disease to seek employment in the tweed factories as a means of cure, or at least a protection against that malady. In the establishment of any extent in the trade, there is a sick society and a saving society. The sick society is merely a mutual insurance against loss in the event of being laid off work, each member contributing a small weekly sum, thereby earning a small amount per week in case of sickness. The saving society is not intended for permanent savings, but only a temporary provision for setting aside small periodical contributions against rent and other domestic contingencies. Both societies are dissolved when the member starts afresh. This enlightened regard for mutual interests sometimes extends further. A slight misfortune befalling any of the class is certain to set a subscription on foot, and in some establishments it is customary to subscribe towards the expenses of a girl leaving her employment to set up housekeeping.

Trade unionism, if not a thing unknown, has seldom or never exercised its power for the benefit of the trade; and it says a good deal for the general intelligence of those engaged in it, and perhaps something, too, for the employers—that the trade has suffered less from strikes than almost any other in the country.

In connection with the above, we may recall the fact that at all the great exhibitions of the industries of Scotland that have been held in recent times, the productions of the Scotch tweed have received a gratifying measure of commendation and reward. Last year, a gold medal was awarded to the South of Scotland Chamber of Commerce as representing the cloth manufacturers of that district. Messrs. J. & H. Brown & Co., Glasgow, manufacturers, Selkirk, obtained a silver medal; and bronzed medals were awarded to the following firms in the same trade: R. A. Sanderson & Co., Galashiels; J. & Co., Edinburgh; A. Byers & Son, Langholm; and Laing & Irvine, Glasgow. Among those who received honorable mention were Walter Scott, Dumfries; J. & Son, Langholm; and J. Glendinning, Langholm.

THE HISTORY OF HOSIERY—RISE AND PROGRESS OF THE MANUFACTURE IN SCOTLAND—THE HOSIERY TRADE OF HAWICK.

It is not known when hand-knitting was invented; but that it was practiced in very early times is proved by certain passages in the works of the most ancient writer. For instance, in Homer's "Odyssey," Penelope is represented as weaving a web by day which she unwove at night; and this process of unweaving is considered to be more applicable to a knitted fabric than to one constructed on the loom, since more time would be required to undo a piece of woven stuff than would suffice to make it. A direct historical mention is, however, made of knitting until the reign of Henry I. About the middle of the fifteenth century, the peasantry of England and Scotland began to wear knitted instead of woven woolen caps; and by an act of Parliament passed in 1488, the price of a knitted woolen cap was fixed at two shillings eightpence or eight shillings of our money. In several subsequent acts reference is made to woolen caps; and from "the statute of servants," passed in 1563, it would appear that a woolen cap was an enforced badge of poverty or of service. The statute enacted that "every person not being possessed of twenty merks (£13 6s. 8d.) rental should wear on Sundays and holidays, when not on travel, a woolen knit cap, on pain of forfeiting three shillings fourpence (ten shillings) a day." An act of the Parliament of Edward VI was passed in 1552, in which "knitte hose, knitte petticoats, knitte gloves, and knitte sleeves," are mentioned, so that the art of knitting was not confined to the making of caps. The manufacture of woolen hose and caps by the knitting process is supposed to have been first practiced in Scotland; at least it is certain that it was done in Scotland before it was in England.

When knitting became known in this country, it was readily adopted as a pleasant and profitable domestic employment. Upwards of three centuries ago the wives of Scotch peasants knitted all the stockings that they and their families required, and used the bark of the alder to dye their yarn—a practice not yet obsolete. Until the introduction of tambouring, crochet, tatting, and other modern styles of working in thread, knitting was recognized as an accomplishment befitting every rank of life; and the young lady of the last century felt as much pride in being recognized as a good knitter of stockings as her modern sister can do in being pronounced a mistress of the more ornate but perhaps less useful occupations which have supplanted knitting.

The first considerable seat of the hosiery trade in Scotland was Aberdeenshire. In the beginning of last century, many persons in that county were engaged in making stockings, which were chiefly exported to Holland, and thence dispersed throughout Germany. The spinning and knitting were done by hand in the homes of the people, and a number of merchants were established in the town of Aberdeen, who gave out the wool and received the stockings ready for the market. The extent of this branch of industry a hundred years ago may be judged of by the following passage in "Penant's Tour of Scotland:" "Aberdeen imports annually £20,800 worth of wool, and £16,000 worth of oil. Of this wool are made 69,333 dozen pairs of stockings, worth on the average £1 10s. per dozen. These are made by country people in almost all parts of the county, who are paid four shillings per dozen for spinning, and fourteen shillings per dozen for knitting, so that £62,400 is paid annually in the shape of wages. About £2,000 worth of stockings are made annually from wool grown in the county." Other manufactures sprang up in Aberdeen, and at present the making of hosiery is comparatively insignificant. Hawick is now the headquarters of the trade, and years ago had become famous for the excellence of its stockings. An extensive trade in the manufacture of hosiery is also carried on at Dumfries.

It would appear that up till the year 1771, all the hosiery made in Scotland was knitted by hand on wires; for though the stocking-frame had been invented nearly two centuries before that time, there was such a strong prejudice against it that no one would venture to introduce it. The story of the inventor of the stocking-frame forms one of the saddest chapters in industrial biography. A meagre version of it, in which the invention is assigned a romantic origin, is familiar to most people, but not so the authentic memoir. A "History of the Machine-wrought Hosiery and Lace Manufactures," written by Mr. William Felkin, of Nottingham, and published last year, contains the most complete and reliable record of the life of the ingenious but unfortunate William Lee that has yet been produced. Setting aside the incident which is said to have induced Lee to think of devising a knitting-machine, the facts which are placed beyond doubt are briefly these: William Lee having completed his university course and become curate of Calverton, in Nottinghamshire, his native village, devoted the leisure of three years to working out an idea which he entertained of the possibility of superseding the process of hand-knitting. In prosecuting his invention, he is said to have used up a large portion of his patrimonial means. He believed that he succeeded in getting the machine to work, he would acquire a large fortune; and buoyed up by that expectation, he persevered in his task. When he at length con-



mechanical knitter, or "knitting-frame," as he chose to call it, he resigned his clerical duties as a clergyman, and in company with a brother began the hose-making. Though the machine in its first form enabled one person to do the work as six of the most expert hand-knitters, there was a strong prejudicial mind against any contrivances which were designed to supersede or diminish the demand for hand labor. Lee was satisfied that his invention was not only useful, but that it was destined to achieve great results; and he removed his family to London, taking along with him those of his relatives who had acquired skill in the art of knitting on the frame. Great interest was awakened in London at the arrival of the inventor. He sought the patronage of royalty through Lord Hunsdon and Queen Elizabeth graciously consented to inspect the knitting-frame. Elizabeth, however, so, she expressed her sense of the ingenuity displayed by the invention, but her mortification, showed her marked disappointment that, instead of fine hose as she expected, the machine was shown at work upon a coarse worsted. Notwithstanding this untoward circumstance, Lord Hunsdon had faith in the value of the invention, and pressed this conviction on his royal mistress, that a patent of monopoly might be issued to the inventor. Elizabeth's answer was in the following terms: "My Lord, I have too much love for my poor people who find their bread by the employment of knitting to give my money to forward an invention that will tend to their ruin by depriving them of employment, and thus create beggars. Had Mr. Lee made a machine that would have made *silk* stockings, I think, have been somewhat justified in granting him a patent for that which would have affected only a small number of my subjects; but to give the exclusive privilege of making stockings for the whole of my subjects is too much to be granted to any individual." Lord Hunsdon marked his own appreciation of the invention by indenturing his son as an apprentice to Lee; and in this way William Carey, a knight, the son of a peer, and of the royal blood, became the first stocking-maker's apprentice. Fully conscious of the importance—nay, the necessity—of securing the royal favor, Lee set about adapting his machine to the knitting of silk. In 1598, he succeeded in constructing a frame that would accomplish the object. There was no difference in principle between this machine and the first, but, instead of having only eight needles to the inch, it had twenty. When the machine was completed, Lee worked a pair of fine silk hose, which he presented to Elizabeth, and was no doubt full of expectation that he would secure her favor now that he had fulfilled the requirements, the absence of which had previously prevented him from obtaining a patent for his first machine. The hose were accepted with pleasure, but the only reward the inventor received was a formal expression of approval with the elasticity and beauty of the stockings. These repeated disappointments to the indifferent treatment which he received on almost all hands, caused Lee to fall into a deep melancholy. He then showed his machine publicly, and offered it to his countrymen, but they, instead of accepting his offer, despised him and his invention. Henry IV came to hear of the stocking-frame, and invited Lee to France, promising as an inducement certain privileges and honors. Lee accepted the invitation, and soon afterwards established himself at Rouen, where he was met by the French, and met with a most encouraging reception. Good fortune appeared to smile on Lee, and he had begun to forget the ingratitude of his countrymen; the way to prosperity seemed to lie open before him, he was again bitterly disappointed. Before he had secured the promised privileges his royal patron was dead, and the protection of the court was withdrawn from him. Finding himself neglected in a foreign country, and left to bear the pangs of a wounded spirit, Lee wrote from Paris asking his brother, who had taken charge of the factory at Nottingham, to come to him. It was too late, however, for before the arrival of his brother, the inventor of the stocking-loom, almost an outcast from his native land, and an alien in a foreign country, had died of a broken heart in Paris, and was already buried there. Lee returned to Nottingham soon after his brother's death, and, in company with a friend named Aston, who made improvements on the knitting-frame, established a factory of the machines. The value of the invention now began to be appreciated, and numbers of frames were set up in London, Godalming, and elsewhere. In the seventeenth century, the framework-knitters formed themselves into a society, for the purpose of regulating prices and opposing the employment of hand labor, which had not served a regular apprenticeship. The society was incorporated by an act of Parliament granted by Oliver Cromwell. There were only six hundred and fifty frames in England at that time, three-fifths of which were employed on silk work, waistcoat pieces in colors, and trouser pieces. During the succeeding twenty years the number of frames greatly increased, and many were exported. In accordance with a clause in the framework-knitters' second charter, granted in 1663, such exportation was illegal, and various measures were resorted to in order to stop it. The society received a considerable income, and spent large sums in expensive pomp and display. A carriage was provided for the master, and gold lace liveries for beadles and servants, and among other accessories of the society were a gilded barge, a large



band of musicians, flags emblazoned with the arms or the trade, and a splendid hall, which they held their feasts. They overdid the thing, however, got into debt, and made such heavy levies of money to support the extravagant style which had been adopted, that many of the members went to the midland counties to prosecute the calling. In 1727, there were two thousand five hundred frames in London, and five thousand five hundred in the provinces. Frequent disputes occurred in the trade; the masters would not submit to certain of the by-laws of the incorporation. In 1751 a select committee of the House of Commons was appointed to investigate and report upon the action of the society. The committee reported, among other things, that, in their opinion, "the by-laws of the company of framework-knitters were injurious and vexatious to the manufacturers, and tended to the discouragement of industry, and the decay of the said manufacture." From that time the company ceased to exercise any real influence on the trade at large, and existed merely as one of the incorporated trades of London.

Though the manner of forming the loops invented by Lee remains the same as in the original machine, many improvements have been made in the other portions of the frame, and it has been adapted to a great variety of purposes, the most important, with the exception of hosiery, being the making of lace. In Nottingham, which is the chief seat of the framework-knitting trade, about two hundred thousand persons are employed in making hosiery and lace, and the annual value of the goods produced is over £8,000,000. A return made in 1866 showed that the number of persons employed in making hosiery in Britain was one hundred and fifty thousand, and that the annual value of the machine-made lace and hosiery was £13,000,000. A large proportion of the frames are now driven by steam, which was first applied in the trade about the year 1838.

The stocking frame was introduced into Scotland about the year 1771, but we have not seen any distinct mention of the fact except in the "Annals of Hawick," where it is recorded that the working of stockings by frame-knitting was begun in that town by Bailie John Hardie in 1771. Arnot, in enumerating the manufactures carried on in Edinburgh and its neighborhood in 1777, mentions the making of stockings on frames; but it was not until thirty years after that date that the trade could be said to be fairly established as a branch of the woollen manufactures of Scotland. Bailie Hardie began operations with four frames, on which only linen and worsted stockings were produced up till 1785, when lambs' wool yarn was employed; and for about fifteen years after that date all the yarn used was spun by hand. In 1791 the hosiery trade of Hawick employed fourteen men and fifty-one women, and the number of frames was twelve. The goods produced in that year were three thousand five hundred and five pairs lambs' wool, and five hundred and ninety-four pairs cotton and worsted hose. When carding machinery was introduced at Galashiels, the Hawick hosiery makers sent their wool thither to be spun, the means of transit being a pony with panniers. By 1812, the hosiery trade of Scotland had increased to such an extent that the number of frames employed was one thousand four hundred and forty-nine, which were located in thirty-eight different towns and villages. A general census of the trade was taken in 1844, from which it appeared that there were in Scotland two thousand six hundred and five frames, distributed as follows: Hawick and vicinity, 1,200; Dumfries and vicinity, 500; Edinburgh and vicinity, 150; Glasgow and Kilmarnock, 280; Selkirk and vicinity, 128; Perth, 108; Langholm, 92; Denholm and vicinity, 87; Jedburgh and vicinity, 60. Of these, six hundred and twenty were not at work. It does not appear that at any time the number of frames in Scotland was greater than in 1844; and though we have no detailed information on the subject, we believe we should not be far off the mark in stating that the number of frames at present in use does not exceed one thousand six hundred, of which nine hundred are in Hawick, and about four hundred in Dumfries. In both towns power frames are at work; and though the aggregate number of frames may be smaller than five-and-twenty years ago, the productive power is increased, as many of the frames are of the broad kind, and work six pieces at a time.

The leading firm in the Scotch hosiery trade is that of Messrs. William Elliot & Sons, Hawick, whose chief productions are Cheviot wool stockings, drawers, and undershirts. They employ six hundred and seventeen men, women, and children; of whom sixty-six are employed in the manufacture of yarn, seventy are winders, two hundred and eighty-five stocking-makers, ninety-five seamers, and the remainder are employed in the finishing department. The spinning and knitting are conducted in separate factories. On the floors of the knitting factory, the frames, which are worked by hand, are ranged on either side, each being opposite a window, as a good light is indispensable to the workmen. Though to the uninitiated the machine appears to be mysterious and complicated in its working, it is simple in construction, and the process of knitting by it is easily learned. The workman sits on a high stool with his feet resting on a series of treadles, which produce certain of the eleven movements necessary to form each row or "course" of loops. With his hands he places the yarn over the "needles," and works a pair of levers, which complete the operation. The ribbed top

bottoms of drawers, and wristbands of shirts are worked on a frame speed for the purpose, and the men who make them earn the highest wages in A system of dividing labor prevails to some extent—a stocking, for instance, is the hands of three persons before the knitting is completed. The occupation of machine-knitter is little different from that of the hand-loom weaver, and the amount of muscular exertion required is about the same. It is considered to be a healthy trade, as the air in the work-rooms is kept at an equal temperature, and no bad substance is used in any of the operations. From the knitters and seamstresses it passes to the scourers and finishers, and is by them made ready for the

“fashioned” hosiery factory wrought by steam-power in Hawick is that of fine hosiery. The goods produced are of the finest class, being chiefly made from merino yarn and spun silk—a branch of the trade which has considerably improved during the past few years, and which was never in a more prosperous position than at present. The merino yarn used is got from Pleasley and Nottingham. The knitting-frames are of the finest construction, and so large that six shirts are knitted at one time. By the application of steam-power, the workman’s duty is reduced to a mere act of supervision, and some of the frames are in charge of one man. Messrs. Laing is exceptional in paying his hands at a weekly rate. Men receive 20s., and boys and girls from 4s. to 10s. Messrs. Dicksons & Laing, Hawick, have a large number of frames worked by power; but the goods they produce are of a coarser kind.

Relations between the employers and employed in the hosiery trade have not improved of a satisfactory kind. During the period from 1810 to 1840, the trade in Scotland was in a critical condition. Too many persons had rushed into it, the markets were overstocked, prices fell, and great destitution prevailed. Matters were complicated and embittered by the action of the Luddites, who thwarted the efforts of the employers to endeavor to set the trade on a new and better footing by introducing improved machinery. A reliable authority says: “We do not hesitate to affirm that the sufferings and privation experienced during the Lancashire famine of 1843—less than the distress in the midland hosiery district during the period 1840 and 1845, when it became a widely-spread practice to still the cravings of the adult by opium taken in a solid form, and in children by Godfrey’s Senna. The trade ever endured such a severe and prolonged state of depression; and in seeking about for remedies, some most injudicious things were done. The guarantee given to the poor in certain districts actually induced men to take work at whatever wages were offered for it, and their wages were made up out of the rates. The full earnings of those who got work ranged from 5s. to 7s. 9d. a week of sixty and in some cases of eighty hours. As the peculiar circumstances which brought about the crisis in Scotland do not exist in Scotland, the trade north of the Tweed was not seriously affected. When better days dawned on the English hosiery makers, and improved machinery was introduced with the most satisfactory results, the Scotch makers wished to maintain their place in the market by adopting the improved machinery. This they were strenuously opposed by the workmen, and no attempt was made to introduce the machines until 1855, and even then it was found impossible to get the workmen to work them. The new frames were more costly than the old, and the makers were unable to get a return on their capital in the shape of a reduction on the price charged for making stockings, &c., which they considered the workmen could well afford to pay, since the rate of production would be so much increased that a man could at the reduced price, make something like ten or twelve per cent. more than he could working at the old frame. The men would have the new frames if the old ones were retained, but not otherwise; and up till this time no definite improvement has been come to.

It is a customary in the trade for more than a century to charge a certain sum in the shape of “frame-rent,” and this has long been regarded as a grievance, considering that they should be put on the footing of workmen in other trades, where the employers provide machinery free of charge. The usual rent of a narrow frame is 10s. a week, which is deducted from the wages, together with a small charge for repairs. There is something antiquated in this system of charges, as well as in the system connected with the trade; and whether the present generation of masters and workmen be conscious of it or not, they are maintaining a position disadvantageous to both. If they would sink their mutual animosities and modernize their mode of working, they would certainly improve their positions. A board of arbitration was formed in Hawick last year, on the model of similar bodies in Nottingham and Leicestershire. The board consists of nine employers and nine workmen, and a neutral gentleman officiates as referee. As yet, the only result of the deliberations of the board is the abolition of the “Hawick Hosiery Society” for all purposes save those of a charitable nature. This is a step towards an improved relation between parties, and more good is likely to follow. The Scotch stocking makers are better paid than their brethren in the midland

counties of England or other Scotch towns where the manufacture is carried on. There are so many different qualities and classes of work that it is not easy to quote average of wages; but it may be struck at 18s. per week for the broad frames, on which underclothing is made, and 13s. to 14s. per week for the narrow frames. Men employed on the "rib frame," on which the tops of stockings and wristbands of shirts, as well as ribbed underclothing are made, can earn from 30s. to 35s. a week. The average value of work turned out by each worker on the broad frame is £6 weekly, and on the narrow frame, £3 weekly. The quantity of wool manufactured into hosiery in Hawick annually is upwards of one million pounds, and the value of the goods produced about £130,000. A considerable quantity of hosiery yarns which are not woven in Hawick are spun there. These are sold to manufacturers elsewhere, and a large proportion finds its way to Leicester, where an imitation of "real Hawick hosiery" is made of them. The stocking-makers are generally an intelligent class of men, and take much interest in public questions. Many of them are keen politicians, and when occasion serves can give sensible expression to their views. Some, however, take too great advantage of the liberty which working by piece instead of fixed wages confers, and idle away all their time except what it is absolutely necessary they should devote to labor if they would keep the wolf from the door. The records of the local courts show that others prefer game trapping, river poaching, and the excitement of the public house, to the "whirr" of the frame. These, it is pleasing to add, are the exceptions, and no men live more honorably and respectably, or bring up their families more comfortably and creditably than the industrious frame-work knitters of Hawick and Dumfries.

THE HISTORY OF CARPETS—HOW THE MANUFACTURE OF THEM WAS INTRODUCED INTO BRITAIN—SPECIAL FEATURES OF THE TRADE IN SCOTLAND—DESCRIPTION OF THE MANUFACTURING PROCESSES.

The use of tapestry and embroidered cloths as a covering for furniture and the floors of rooms is of great antiquity. The Babylonians, Parthians, and Gauls were famous for embroidering carpets in different colors, and several cities early acquired a celebrity for the manufacture. The carpets were usually made with a woolly nap on one side; but occasionally the nap was raised on both sides, and the design enriched by the insertion of threads of gold and silk. The names of distinguished makers of carpets have been handed down along with those of the cities in which they plied their vocation. Pathymas, an Egyptian, with Acesas and Helicon, of Cyprus, were among those who obtained eminence in the art, and it is conjectured that the two latter worked under the direction of Phidias, the famous sculptor. Plato mentions that it was customary in Greece to cover couches with carpets, and place others on the floor. The wealthy patricians of Rome used purple carpets for which they paid fabulous prices. Babylonian covers for couches were sold in the days of Metullus Scipio for £4,600 each; and that price was quintupled in the time of the Emperor Nero. Carpets figured conspicuously in the pageantries of the ancient nations in the east. They were used to deck horses and elephants in triumphal processions, and respect for the dead was marked by placing carpets on tombs and cenotaphs. In Turkey, carpets were used many centuries ago in the same manner as at present. The skill of the natives of India in working textile fabrics is universally admitted; but, perhaps, in none of their productions have they displayed so much ingenuity and taste as in embroidering carpets. The finest work of the kind is executed by the natives of Scinde; but though much in demand among the princes and chiefs of India, these carpets are too gorgeous and expensive for European tastes. In the most costly, the design is tamboored in cloth and canvas, with threads of gold silver, and silk. The only Indian carpets used in Britain are a thick, soft kind made in Masulipatam.

Carpets were introduced in this country from the east some time during the twelfth century; but as they were very costly they were brought into use only on extraordinary occasions. The Norman practice of spreading rushes on the floors continued to be followed up till the close of the sixteenth century. About that time the working of tapestry had grown to be a fashionable occupation among the ladies of the upper ranks, and walls of houses came to be decorated by elaborately worked devices. Clay floors gave place to wood planking, and mats and rugs of home manufacture were spread out on convenient apots. As time wore on, the growing taste for soft coverings to the floors of the more important rooms in the houses of the wealthy led to the introduction of the manufacture of carpets. We understand that the merit of originating the manufacture in England is claimed for one of the Earls of Pembroke, who, observing the tendency of public taste, and being desirous to improve the condition of the weavers in Wilton, induced a skillful French carpet-weaver to be smuggled over from France in a sugar cask, in order that he might teach the weavers. It was not until towards the middle of last century that the manufacture was fairly established in this country. The manufacturers of Kidderminster, who had previously become famous for the excellence of their broadcloths, turned their attention to the making of carpets, and by

1736 had succeeded to such an extent that they gave promise of attaining as brilliancy for carpets as for broadcloths. The kind chiefly made at first was that "Brussels" carpet; but subsequently a cheaper fabric was invented, which, named after the town of "Kiddermminster carpet," became very popular, and is yet much in

use at which carpet weaving was begun in Scotland it is difficult to discover; but it is certain that the trade was of limited extent until an enterprising firm in Kilmarnock took it up in 1777, and laid the foundation of the celebrity which that town has since enjoyed for its carpets. Kilmarnock was not long in rivaling Kiddermminster, for thirty years ago had nearly a thousand looms employed in weaving Brussels, Venetian, and Scotch carpets. The average annual value of the carpets made in Kilmarnock for the past forty or fifty years has been over £100,000. Though Kilmarnock has long held the foremost place in the trade, a considerable quantity of carpets are manufactured in other Scotch towns—chiefly Glasgow, Paisley, Bannockburn, Aberdeen, and Dundee. Carpet manufacture had been introduced and had flourished for a time in a number of other towns which it is now unknown. Edinburgh, for instance, early possessed a carpet-weaving firm; one firm in the city is identified with an important improvement in the trade. Now, with the exception of a small factory at Canonmills, the trade is confined to the city itself, having been transplanted to the neighboring village of Lasswade thirty years ago. In 1825 it was estimated that there were between one and twelve hundred carpet weavers in Scotland, and of these about eight hundred were in Kilmarnock. Each weaver produced about six yards of carpet per week, and was paid at the rate of 3½d. to 4½d. a yard. The selling prices of the goods varied from 2s. 9d. to 3s. 9d. a yard. A considerable quantity was exported to the United States, and the other markets beyond Scotland were London and Dublin. In 1840 there were 1,100 looms employed in the carpet trade, and the wages of the weavers varied from 11s. to 15s. a week.

The Society of Arts did much to encourage the extension and improvement of carpet weaving in England, and it was under their auspices that carpets in imitation of Persian and Turkey were first made by a manufacturer of Axminster. Though the Axminster carpet retains the name of Axminster, that town ceased its active connection with the trade many years ago, and Wilton is now the chief seat of the manufacture. In Scotland the Board of Trustees for the Encouragement of Manufactures presents premiums to carpet-makers, which resulted in the introduction of new branches of the trade. Mr. Thomas Morton, of Kilmarnock, was one of the principal pioneers of the new manufacture. He devised a number of appliances which tended to improve the quality of the goods produced; but his most important invention was that of a new carpet fabric, which now bears the name of "three-ply Scotch carpeting." The Axminster carpet—also called Scotch—consists, so to speak, of two layers or designs being produced on both sides, but with the colors reversed. Except when stripes are introduced, only two colors can be properly introduced into this fabric; and were we to take the case of a design composed of a mixture of scrolls and foliage, say in crimson and green, we should find that the portions which appeared on one side came out in crimson on the other—the form of the figuring on both sides being exactly similar. The Kiddermminster carpet is light and cheap; and Mr. Morton, by increasing its substance, to make it approximate more closely to the Persian fabric. He accordingly added a layer, making the carpet at once thicker and enabling a third color to be introduced in the design. An honestly made Axminster of this kind is almost as durable as one of Brussels make, and has the advantage of being more presentment. Usually, one side is brought out darker than the other, and the manufacturer is careful to have the light side uppermost in summer and the dark side in winter. When the Jacquard apparatus was applied to carpet weaving in this country, the work was moved by a "draw-boy," who could not always be relied upon for steady work. Mr. Morton superseded the office of the draw-boy by applying to the machine a revolving drum studded with pins. This contrivance answered its purpose, but was superseded by the Jacquard machine.

The Board of Manufacturers having got the making of Brussels carpets established in Scotland, next devoted attention to the introduction of the weaving of carpets similar to those made in Turkey. In 1830 the board offered premiums of £150 and £50 respectively, as an inducement to any one who would undertake the manufacture of carpets of the kind referred to. At the same time other premiums of £115 were offered for improvements or excellence in the making of the kind then made in the country. In 1832 the committee of the board met at great and unexpected success had attended the offering of premiums for carpets. The winner of the highest premium—whose name we do not find in the committee's report—had made a splendid start, and had written to say that he was prepared to supply the board for having originated a new branch of trade, and stating that he was prepared to make for as many carpets as he could make in nine months. Premiums were next offered for Persian and French tapestry carpets, and those fabrics were soon afterwards

The Scotch-Persian carpets made by Messrs. Richard Whytock & Co., of



Edinburgh, and Messrs. Gregory, Thomson & Co., Kilmarnock, were considered equal in quality to any produced elsewhere, and became popular among the wealthier classes of society.

The Brussels carpet possesses peculiar beauty. A large number of colors may be introduced, and considerable scope is thus given to the designer; but the special attractions of the fabric are its softness, elasticity, durability, and the richness of appearance imparted to it by the cord-like arrangement of the texture. Brussels carpet may be said to consist of two webs woven simultaneously, the one over the other, but both firmly united. The lower web consists of a strong groundwork of linen and worsted, and the upper of the solid woolen "pile." The best carpets of this kind are composed of six layers of worsted warp, each containing two hundred and sixty threads. Only one-sixth part of the warp appears on the surface, so that five-sixths of the substance of the web, as well as the linen weft, are unseen; but portions of all the worsted threads are thrown up at intervals, as the color they bear is required in the design. As all the surface of the carpet is composed of warp—that is, threads running continuously from one end of the web to the other—it will be seen that each color, no matter how small a part it may play in the figuring, requires a series of threads of the full length of the web. The layers of warp are arranged in "frames," and thus Brussels carpets are spoken of as being "six-frame," "five-frame," or "four-frame," according to the number of layers of yarn, the kind in which most material is used being, of course, the most valuable. It may be useful for purchasers to know that large quantities of "three-frame," and even "two-frame," Brussels carpet are now being made; and that, consequently, there is quite as great a difference in the quality as in the price of the highest and lowest makes. The cord-like loops of the carpet are formed by wires, which are inserted and withdrawn at the proper time by an ingenious and beautiful piece of mechanism attached to the loom. The Jacquard apparatus is now generally used in producing the design. Large quantities of Brussels and Wilton carpets are made for home use and exportation at Glasgow and Kilmarnock. The difference between the Brussels and Wilton carpets is that, while in the former the raised loops of worsted are left entire, in the latter they are cut, so that the surface has a velvety appearance. The only difference in the manufacturing process is that the wire which holds up the loop while the weft is being thrown in has a knife blade attached to one end, and as the wire is drawn out this blade cuts up the loop.

The high price of Brussels carpet of good quality has operated against its obtaining such an extensive demand as its beauty and elasticity would otherwise have secured for it; and at various times, in different places, attempts have been made to produce a kind of carpet which, while it should require less material for its fabrication, should retain the appearance and softness of "Brussels." None of those attempts were successful until Mr. Richard Whytock, of Edinburgh, took up the problem, and invented his patent tapestry and velvet-pile carpet, which more than realized the object sought. The tapestry carpet, while consisting of only one layer of worsted warp, may be made to show any number of colors and shades; and its corded surfaces gives it the richness of texture presented by the best Brussels fabric. Mr. Whytock worked out his invention in his factory at Lasswade, now in the possession of Messrs. H. Widnell & Son; and so highly were his labors appreciated that his patent was extended for five years beyond its original period. He granted licenses to Messrs. Crossley & Sons, of Halifax, and Messrs. Pardoe, of Kidderminster, and thus the manufacture was introduced into England. The firms named found a ready demand for the new carpet, which yet retains great popularity. Considering its price, it is perhaps the most beautiful and durable carpet made. Mr. Whytock retired from the carpet manufacture a number of years ago, and his invention, having become common property, is now practiced in various parts of England and on the continent. The principle of the invention is this: Instead of working out the pattern by a limited series of colored threads extending from end to end of the web, Mr. Whytock divided each thread into a number of longitudinal sections, corresponding with the number of loops to be found in the length of the carpet. He then imparted to each section a color suitable to the part it would occupy in the design. Thus, if we were to draw a thread out of the carpet, we should find it to consist of many hues, and should perceive that the space occupied by the respective colors differed considerably. Here we should have a bit of green to contribute to the formation of a leaf, next a bit of white for the full-blown flower, and again a small spot of crimson to form the tip of the opening bud—longer or shorter sections of the ground color coming in between. It is almost impossible to estimate fully the amount of patient thought, minute calculation, and mechanical skill which must have been exercised in bringing this invention to perfection. Mr. Hugh Miller took much interest in Mr. Whytock's labors; and, in an account of a visit which he paid to the factory at Lasswade, he says: "Every carpet consists of repetitions of certain sets of patterns, and so there must be a recurrence of the same sort of threads. But no two threads barred in exactly the same fashion go together. There is a continual variation, on whose nice adjustment the integrity of the pattern depends, and hence the necessity of much care and correctness in the calculations. In the thread, too, the bars of color have to be broader in a

tion than it is intended they should seem in the cloth, as allowance has to be made for the amount of thread lost in the loop or pile which forms the surface; the pattern in the warp has to be made quite a different sort of thing from the pattern in the web. Hence another set of difficulties. But this plan appears to have succeeded in overcoming them all, and in producing in the Brussels tissue pattern greater beauty than in the many-piled carpets woven in the common way. We were much interested in this establishment at Lasswade to see how simple the work was performed by each set of the mechanics in the different manufactures, and how regularly the complicated whole grew under their hands. One set of workmen employed in carefully barring across with color sets of threads spread on the loom; another set were engaged in fixing the dyes; a third set, in setting up the pattern in a given manner for the warp of the projected web; a fourth in weaving the web; and a fifth set seemed to be workers in the dark, so far as the pattern was concerned, merely measured off certain bars of colors after certain given proportions, and in a particular given fashion a certain number of threads across a frame; they were then checked and arranged, weaved them into a web; and yet the pattern sprang up complete in every sprig, leaf, and petal, as if it had been as much a spontaneous growth as the mosses and wild flowers of our woods and moors." The loops, as in the case of the Wilton carpets already referred to, the tapes are then converted into a velvet-pile carpet. Twelve years ago six hundred power-loom weavers were employed in making Mr. Whytock's carpets; since that time the demand has largely increased.

James Templeton & Co., of Glasgow, are among the most extensive carpet makers in Scotland; and, like Mr. Whytock, Mr. Templeton has won distinction by his inventive genius. Turkish carpets used to be made by knotting the worsted by hand, a clumsy and tedious process, involving much labor and expense. Mr. Templeton considered that carpets equally good, and presenting the chief characteristics of Persian or Turkish fabrics, might be made with machinery at a considerably less cost, and he resolved to put his idea to a practical test. He succeeded in his attempt; and how he accomplished his task will be made plain in the course of our tour. The first point of what came under notice during a visit to the extensive factory of Greenhead, Glasgow, in which upwards of five hundred operatives are employed, is that the carpets are principally made to order, and each is generally woven in accordance with the wishes of the purchaser. When purchasers go to the expense of a carpet of this kind, they like to have it as unique, so that often only one carpet is made of a particular design. In some cases the heraldic emblems of a family are worked in, and in others the owner's name is surrounded by cunningly devised monograms. Then it is necessary, in most cases, to adapt the carpet to the architecture of the room and the style of furniture. It will thus be seen that the design department is one of the most important. Upwards of forty men and boys are employed in it, and the artistic taste and skill displayed by the superiors of the department are highly creditable. The designs are drawn in colors on strong paper, in squares half the size of each stitch or dot in the carpet. It often happens that carpets have to be made to fit irregularly shaped rooms, and in such cases the most accurate measurement and calculation have to be followed. Sheets of paper with the design are cut up into stripes of two rows of dots each, care first being taken to number them all. These stripes of paper are sent to the yarn room, where a number of girls seek out a certain number of pirns of yarn of the required color, and then the work is to form the weft of the carpet; but it has to undergo a preliminary process, which converts it into "chenille," or furred cord. Yarn sufficient for forty cords is woven in one web, which is afterwards divided longitudinally by a cutting machine. This preliminary weaving is done on hand-loom, and the pattern of the carpet has to appear on each cord, the chenille weaver weaving the web in bars of different colors and of various widths; being guided by the paper which accompanies the yarn when delivered to him. In the variety of the patterns the chenille cord somewhat resembles a thread of Mr. Whytock's tapes. When the web is separated into cords, a number is affixed to each; and when wound into hanks, it is ready for the carpet weavers. The carpet looms are of various dimensions, one of them having a width within the frame of thirty-four feet, and four to six men are employed at each. A copy of the design, with the same numbers as those attached to the chenille cords, is supplied to the weaver, who commences operations by mounting the loom with a strong linen thread, and then weaving in the chenille which is used as weft. Between the rows of "dots" of stout worsted is put in as a backing. Working these big looms is a slow process, the shuttle moving slowly from hand to hand of the workmen, and the weaver is made to adjust with a wooden comb the "fur" of each row of chenille, so that it may assume their proper place in the design. When the carpet leaves the loom it is carefully examined, and defects made good. It is then shorn by a machine similar to that used in shearing cloth; and when thus reduced to an even surface, all its beauty becomes apparent, and not till then can the result of

the operations we have referred to be fully appreciated. Mats and rugs are made the same way on smaller looms, and the designs of some of these are remarkable for their chaste elegance. Among the carpets in the finishing department we saw a magnificent piece of work, a carpet for one of the rooms of Trinity House, London. The ground was a deep crimson, surrounded by a beautiful border in light color while the center was occupied by an immense shield bearing the arms of Trinity House. Messrs. Templeton & Co. were successful exhibitors at Paris last year, having obtained one of the two gold medals awarded to carpet manufacturers in Britain. About one-fifth of the work-people employed by the firm are females, who earn, on the average, about ten shillings a week. The weavers and other male operatives receive from fifteen to thirty shillings. No special provision is made for giving an art training to the boys in the designing department; but those of them who show special aptitude for the work are encouraged to attend the School of Arts.

An offshoot of this firm is that of Messrs. J. & J. S. Templeton, Milnend, Glasgow, who obtained a bronze medal at Paris for carpets and reps. About two hundred operatives are employed, and there is considerable variety in the goods produced. These are chiefly Brussels and Wilton carpets and rugs, silk and rep window hangings, and a variety of chenille carpeting, patented by Mr. John S. Templeton, in which the warp is formed of chenille cord, and the weft of linen, being the reverse of the mode followed in the parent establishment. All the work in the looms was characterized by great beauty and freshness of design; and this leads us to remark that, whoever may be entitled to the credit, most of the manufactures of Scotland which depend in any degree on artistic design for value or effect, show a wonderful advance over the productions of even ten years ago. In the establishment last referred to we saw several looms employed in making damask chair covers of exquisite beauty for Windsor Castle.

We have not been able to obtain complete statistics of the Scotch carpet trade; but the fact that upwards of three thousand persons are employed will give some idea of its extent. The value of the carpets made in Glasgow is estimated at £150,000 per annum.

This article concludes the series on the woolen manufactures; but in order to make our record of the rise and progress of this important branch of Scottish industry more complete, we shall supplement what has already been written by concise sketches of the origin and extent of the manufacture of woolen goods in the principal seats of the trade, commencing with

#### GALASHIELS.

The earliest indication of the manufacture of wool in this town occurs in a charter dated 1622, conveying the barony of Galashiels to the Crown. Among the pertinent parts of the barony the charter mentions a corn-mill and "waulk-mills," rights to hold fair and markets, and other privileges of a burghal nature. These "waulk" or "fulling" mills, as they are now called, were probably entirely used for blankets and "kerseys" (coarse woolen cloth) made for consumption within the district. The site of the mill was probably on the haugh, where the present town is situated. At the date mentioned the population numbered four hundred, and the bulk of the people were "mailir men," holding "acres" from the baron of Galashiels by a feudal tenure of military service, and probably enough conjoined to their labor on their "crofts" the arts of dyeing and weaving the produce of the cottagers' spinning-wheels. "The forest" was famous for its sheep walks as for its deer coverts, and abundance of wool would naturally lead in such inland situations to increase of spinning. Hence we find that, in 1776, a spinning fair for sale of *worsted* yarns had been established in Selkirk, within six miles of Galashiels. In 1622, therefore, it does not appear that the woolen-weaving in Galashiels had any feature to distinguish it from similar industries established generally over the south and west of Scotland. In a previous article it was stated that while the manufacture of woolen goods of several kinds was well established at Kilmarnock, Stirling, and Aberdeen, in 1773, the only woolen fabrics made at Galashiels were "a few kerseys," which were neither carded, milled, nor finished so well as the Yorkshire cloths. In 1774 the whole wool used in Galashiels was seven hundred and ninety-two stones, of twenty-four pounds each, and that was wool of the district worked into blankets and "Galashiels grays," a coarse and inferior imitation of "Yorkshire medleys," which we take to have been wool mixtures of black and white, showing a neutral gray color. There were thirty looms, three waulk-mills, and six hundred of a population at that date in Galashiels. Thirty years afterwards, in 1792, the quantity of wool used was two thousand nine hundred and sixteen stones, which Dr. Douglas, the minister of the parish at that time, calls "manufacturing to a great extent." We find that operations were then assuming factory features. The first system was probably dyeing, weaving, and finishing the yarns of others at so much a yard; but in 1790 we learn that wool was bought by firms and worked into cloth for sale. The exact date when this was commenced is not easily determinable; but after the middle

teenth century wool was given out by manufacturers in Galashiels to be spun by women at home. It was first roughly scribbled on the "dick"—machine driven by the foot—and then carded into rolls and spun by women, paid at the rate of sixpence per "slip"—poor pay, indeed, when the spin-slip was a fair day's work. One hundred "slips" can now be spun on the one shilling and sixpence. In 1790 about three hundred women were spinning for the Galashiels trade. Ten years before, a "willy" for teasing had been purchased as a joint-stock speculation by the tradesmen of the town, driven by the hand, and it teased wool for the whole town. In most cases one or two men are constantly employed at the teasers, which are machines from one to three-horse power to keep them in motion, and each is capable of carding stones of wool in ten hours. The three waulk-mills which were in the town were driven directly from the axles of water-wheels, and were either in the open air or under a boarded roof, so that when frost set in milling was suspended. One was on the site of the Waulkmillhead Mill, another on the site of Messrs. Cochrane's works, and the third where the works of the late Mr. George Bath were. The united rental of the three was only £15 a year. Without going into the social condition of the community, we may mention that at that time, a number of years afterwards, apprentice dyers took their meals at their masters' tables, and the masters' daughters worked as hard as the other hands while the heads of establishments either busied themselves at the works, went out to sea, or tramped to Edinburgh on foot to sell their goods. The trade owes much of its prosperity and importance to the indomitable perseverance and industry of those respected pioneers.

1790 saw the commencement of a new order of things. Carding machines were introduced in Leeds, and Mr. John Mercer went to examine them. The result was that a scribbler was soon in operation in Galashiels, and it was the first carding machine introduced in Scotland. The delicate machine could not, like the waulk-mill, be driven by doors; and so Wilderhaugh Mill was built for it, and was the first woolen mill in the modern sense of the word, in Scotland. The venerable house was built the year before last by Messrs. Brown & Shaw, the proprietors of large works on the same site. During 1791 the firm with which Mr. Mercer was connected introduced a carder, a "billy" with twenty-four spindles, and a spinning-jenny with six spindles, and Mr. James Roberts introduced a spinning-jenny with twelve spindles. Thus were the old, tedious, imperfect, and expensive hand methods superseded by a "set of machines" which, in all but one particular—perfect yarn—made almost as good work as modern carding machines. About 1795 were taken on the haugh, the site of the present town; and a cloth mill was erected on a principle which enabled the depositor of goods to draw two-thirds of their value, leaving the remaining third to be lifted when the goods were sold. The parish minister, Dr. Douglas, advanced £1,000 to aid the scheme; and as it was ultimately found to be impracticable, the memory of the good clergyman was preserved on account of the interest he took in the trade of the town; and his portrait, painted by subscription, has been hung in the public hall. The new spinning-mills were mostly put up in dwelling-house garrets, and were driven by water-power, cheapening spinning, and made it possible to give any quantity of yarn of any count of twine—a material thing in cloth to be much felted. For many years the only notable fact in the manufacturing history of Galashiels was the introduction of new fens on the haugh; and of course dwelling-houses were also built.

One set of machines was a heavy speculation in those days of limited capital. Several firms were usually associated in one mill. In 1792 Mid-Mill (the works of Messrs. J. & W. Cochrane) was built; in 1798 Botany Mill was put up on the site of the Waulkmillhead; in 1803, Rosebank Mill; in 1804, Nether Mill; in 1805, Warkfield Mill; in 1819, Galabank Mill; and in 1826, Wakefield Mill; and in the years some great improvements in machinery were also introduced. In 1810 the adaptation of the spinning-jenny resulted in the "twinner," by which the work of the spinning-jenny was enabled to twist two or three threads into one. In 1811 "mules" were introduced by Messrs. W. & D. Thomson, at what is now Rosebank Mill, and these cheapened yarns considerably. Spinning-jennies had been lengthened to one hundred and forty-four spindles, and were driven by water-power; but the mule enabled one man to work five hundred spindles, and paid much larger wages at rates per slip 60 per cent. less. The "shearing" of the cloth had always been a difficult and expensive process, being done by the hand with a shearing apparatus, requiring a good deal of dexterity to work it properly. In 1819 James Paterson brought the "Yankee" from America, which at once simplified and improved the shearing process.

The principal trade up till 1829 was the making of cloths of the kinds already made from home-grown wool, but knitting yarns and flannels were also produced. The Scotch made for competition carried off the highest honors from the board of manufactures, and so pronounced them finer than any others made in Scotland, and equal to the best. We suppose the question of cost prevented that trade from settling



in the locality, these flannels having been made from a mixture of foreign and native wool, while the Welsh manufacturers had an abundant supply of Southdown wool at their doors.

As we have said in previous articles, the commercial disasters of 1829 came upon the trade of Galashiels with peculiar force, and manufacturers were completely prostrated when they saw that their cloths—grays drabs, and blues—were not likely to be again required in the home markets. Many experiments were made in that year to develop new branches of trade, but the two which took root and flourished were soft tartan—first made in this district by Mr. Thomas Roberts, the same gentleman who afterwards sent the “condenser” from America, as we have already related—and trouserings, made from twists and mixed colorings, or tweeds, the latter now developed, as we have seen, into a national industry. The soft tartan made by Mr. Roberts became extensively used by the nobility and gentry for cloaks, dresses, and shawls. We rather think that Messrs. J. & D. Paton, of Tillicoultry, obtained the pre-eminence in Scotland for tartans of the finest class; but three-quarters of the machines in Galashiels were kept going on tartans for six out of twelve months for many years, and the goods paid better than tweeds have ever done. The tartans were principally made from foreign wool of different qualities, from the strong fleeces of Van Diemen’s Land to the finest Saxony lambs’ wool. While some firms were chiefly devoted to this branch, others prosecuted the manufacture of mixed-colored trouserings; and in a few years the demand for both classes of goods was far beyond the productive power of the town; and it was not uncommon for merchants to visit the town and go home again without obtaining a single yard of cloth. Sir Walter Scott’s novels, and his personal efforts also, did much to stimulate the sale of these Scotch goods; and, in recognition of this, his portrait hangs beside that of Dr. Douglas in the public hall of Galashiels. In 1828 the number of looms employed was one hundred and seventy-five, and in 1838 it was two hundred and sixty-five. The population in 1831 was two thousand one hundred, and by that time a considerable portion of the modern town was built; banks, churches, and schools were founded; and since 1838 the trade has been continually increasing, while many mills elsewhere have been raised by gentlemen going from Galashiels. Hand labor has given place to that of machines in almost every department of the trade; the population is now close on ten thousand, yet factory hands are always scarce, except in periods of temporary depression. The small carding machines of 1780 have been put out of the way for the best and largest carding-engines that can be got anywhere; steam-engines are at every factory, some of them individually powerful enough to turn all the machinery that was in the valley in 1810; and the productive power of the town is represented by seventy-six sets of carding engines, fifty-eight of which are condensers, 25,508 spindles of self-acting mules, 36,982 spindles of common hand mules, and 4,336 spindles of throstles—in all, nearly 70,000 spindles. Assuming that the annual produce of one set of carding engines is about £7,500, the annual production of the seventy-six sets will thus be £570,000. Little or no home-grown wool is used, but many of the foreign markets are drawn on.

It is impossible to calculate the number of hands employed in the factories; but, with the exception of the building trades, which are partly supported by work in other places, almost the entire population—more, we should say, than nine thousand—are maintained directly and indirectly from the manufactures of the town.

The general social condition seems superior in several respects to what prevails in some larger towns. Such a thing as squalid poverty is totally unknown. The rents paid for dwelling-houses by the operatives are from £5 10s. to £7 10s., and the scale of dietary is more costly than that of Scotch operatives generally. When the day’s work is done, all change their clothes before going out to walk; and on Sundays most men, and all factory women, dress as well as their employers or their daughters. Building societies, co-operative provision stores, and annual sick and benefit societies, have long existed among the operatives, but they have no peculiar features to distinguish them from similar institutions in other places.

## HISTORICAL SKETCHES OF THE CHIEF SEATS OF THE WOOLEN MANUFACTURES IN SCOTLAND.

The following notes, together with some others to be published next week, on the rise and progress of the woollen manufactures in the chief seats of the trade, complete our account of that branch of industry. It must not be supposed, however, that we can afford space to notice all the places where woollen factories are in operation; we note chiefly those towns in which the production of woollen goods forms a leading branch of trade:

### HAWICK.

The burgh records of Hawick bear evidence that manufacturing was conducted there so far back as 1640—how much earlier it is impossible to say, as the records prior

not preserved. But, as the earliest references to the "wobstairs" lead to the fact that they were, in proportion to the rest of the population, a numerous body, now that more than two hundred years ago they were an incorporated body, named that the shuttle was plied at the confluence of the Teviot and peaceably disposed population, while the moss-troopers of the neighboring border time in plundering brother-marauders south of the border, and trying to own when the compliment was returned by the freebooters of Cumberland and Cumbria. If, however, the Scotts, the Elliots, and the Armstrongs, with their chiefs to the foray, recognized no authority but that of the doughty men themselves to plunder and to battle, the town council of Hawick appears, from the fact that they have enacted and administered laws for the protection of the property and the recovery of debts due to, the "wobstairs;" while, on the other hand, it is seen that the weavers should do justly to the public.

The principal material woven in the middle of the seventeenth century, plaidings were also made. Many years after 1640, the weaver worked only on account to the orders of private customers, the manufacturer who owned the mill and men to work them being then unknown. The yarns were prepared by hand on the domestic wheel. There is, however, early reference to a fulling-mill, which was not till about the middle of the eighteenth century that a regular factory was established. This was the property of a company, and linen checks were made in it. At the same period wool was spun, and sold for manufacture in the town. A carpet manufactory was commenced in 1752. The weaving of linen began by a company a few years afterwards, and the factory, now a stock-loom shop, is still known as the Inche house, while the under common haugh where the ripes were bleached is still termed the bleachfield by the older residents in the town. Both carpets and tapes have, for more than half a century, ceased to be made of the Hawick manufactures.

In a former paper, the manufacture of hosiery was commenced in 1771, and it has since become an important branch of trade, though the number of frames is not so great as some years ago. Originally the work was all of the custom kind. The man who made goods for the general market was Mr. John Nixon. This was in 1771, when Nixon did his own spinning as well as the stocking-making, and as carding was not introduced to Galashiels before they were worked in Hawick, the wool was first to be carded, and returned to be spun and woven. In 1804 Mr. Nixon sold his mill, where carding and spinning are carried on. The firm which he founded ceased to exist three years ago by the retirement from business of his sole proprietor and partner, Mr. William Nixon. Twenty-six years ago the younger Mr. Nixon had been left the only member of his firm, restricted his business to the preparation of yarns at Lynnwood Mill, and, though remaining owner of the premises, the management passed into the hands of Messrs Nixon & M'Kie—a house now represented by the junior partner, and conducting a large and high-class business. The firm was sold a few weeks ago to another firm in the hosiery trade—Messrs. James & Son—a house of about forty years' standing.

Mr. Elliot, late head of the firm, now represented by two of his sons, and of the family of the name, as occupying the leading place in the Scotch hosiery trade, some time ago, after having already been given, began business, as most of the hosiers did, on a small scale, about the year 1820. He subsequently entered into partnership with the late James Wilson, and continued in that relation for seven years. The separation took place in 1830; and after resuming on his own account, Mr. Elliot gradually extended his business till, many years before his death, in 1864, it was the most important in the country. It was a common saying that, keen politicians as the stocking-makers of Hawick always were, they looked forward with more interest to Mr. Elliot's speech from the throne at the opening of Parliament. At first he spun the yarns, and manufactured them, then he went into the wool market and selected the Cheviot clips best suited to his trade, got them spun elsewhere, and made up the goods in his own works. In 1850 he acquired Stonefield Mill and the Waulk mill, latter understood to be the oldest erection of the kind in the place, he purchased it, and placed a large spinning mill on its site; and since that time all the work of converting the raw material into hosiery have been conducted by the firm. In the mill-owners in town, he commenced the manufacture of piece goods; but he preferred the hosiery department to which he always gave most attention. He preferred it, however, because, "though it was not so profitable, it gave most employment in the town, and the capital invested"—a reason which certainly did honor to his heart. There have been many changes in the hosiery trade of the town since it was established, but few connected with it have not been so uniformly successful as their brethren in the other branch to it. A good few hosiery businesses, once thriving, have failed, and have failed from various causes, and those connected with them are almost for the most part unsuccessful. On the other hand, all who embarked in the tweed trade have been successful. Stocking-making is least lucrative, it is not subject to such serious checks as the

tweed trade has lately suffered. Fashion is capricious in the matter of outer garment; but in our high latitude it can never dispense with lambswool stockings and under-clothing.

The first proprietor of carding engines in the town was Mr. William Wilson, father of the late chancellor of India, of the present provost of the burgh, and of two others who are now at the head of extensive manufacturing firms. Mr. Wilson commenced business as a hosier in 1788, and nine years afterwards acquired a lease of part of the Ince Company's property, where he conducted the carding and spinning. In 1806 Mr. Wilson entered into partnership with Mr. William Watson, and the firm considerably extended their mill property. The partnership was dissolved in 1819, and the property divided. Mr. Wilson assumed his sons as partners, and the new firm, William Wilson & Sons, was dissolved in 1851, the three sons of the original head continuing in business on their own account. The eldest, Mr. Walter Wilson, built a large new mill of one story, and conducts both the hosiery and tweed trades. The second, Mr. John Wilson, who obtained part of the property of the firm, and has since built extensive additions, also conducts both branches. Provost Wilson, the youngest son, who obtained the remainder of the firm's property, is, with his partner, Mr. Armstrong, engaged in the tweed trade only. The original mill property belonging to Wilson & Armstrong has been greatly enlarged of late years. William Wilson & Sons were the first to employ steam power at their works; James Melrose & Sons, local engineering firm made the engine in 1831. Mr. Watson also assumed his sons as partners at his separation from Mr. Wilson, and the firm of William Watson & Sons is now represented by his grandsons, who lately relinquished the hosiery branch, and devote their entire attention to the tweed department. Their property has been largely added to.

Messrs. Watson & Sons' hosiery business was taken up and is successfully carried on by Mr. George Hogg, who was their manager in that department for many years.

The original partners of the firm of Dicksons & Laings, whose works at Wilton Mills are well known to all acquainted with the Hawick trade, were also among the pioneers of the manufacturing prosperity of the burgh. The Brothers Laing carried on business as hosiers, spinning their yarns on the hand jenny before becoming mill proprietors. They entered into partnership with the Messrs. Dickson, and the first part of Wilton Mills was built in 1809-'10. On two occasions the parent building of the factory was enlarged, and it was burned down in December last, being then the centre of an extensive range of erections which the increasing business of the establishment had called into existence. On the site of the old mill new buildings are now being reared, which will add considerably to the producing power of the firm. It was at the Wilton Mills that the first spinning-jennies in Hawick driven by water power were worked and at the same place that the power-loom made a first appearance in 1830. There are other two thriving businesses, offshoots of the Wilton Mills establishment—that of Mr. John Laing, hosiery manufacturer, whose works were particularly noticed in the article on that trade; and that of Messrs Laing & Irvine, manufacturers and merchants, whose headquarters are in Hawick, and their mill property at Peebles.

The youngest, but by no means the least important, of the leading Hawick manufacturing establishments is that of Messrs William Laidlaw & Sons. The late founder of the firm conducted a small but thriving hosiery trade for a good many years before he built his mill, in 1834, and as the tweed trade grew into importance, he, like the majority of his brother-manufacturers, combined that branch with the making of stockings. Both branches were carried on on a steadily extending scale by himself and his sons, till a few years ago one of the latter, now sole partner of the firm, discontinued the hosiery department, and made great improvements and additions to his premises, which were henceforth exclusively devoted to the tweed manufacture. Mr. Laidlaw subsequently purchased Lynnwood Spinning Mill from Messrs John Nixon & Sons, where hosiery yarns are still made, so that he is again indirectly connected with the original trade of his firm. His mill property at Teviot Crescent and Lynnwood is among the largest in the woollen trade in Scotland, and certainly the most considerable owned and managed by a single proprietor.

The first kind of woollen cloth made for the market in Hawick was a coarse blue which was sent to Leeds to be finished. Duffle for petticoats, plaidings, blankets, and flannels were also manufactured during the first three decades of the century; and in 1826 Messrs. William Wilson & Sons first employed foreign wool in the Hawick loom in the manufacture of fine flannels. None of these branches ever attained to sufficient importance to rank as a staple manufacture, however, till the tweed trade sprang up to rival, and at length to excel, the hosiery.

The number of sets of machines in Hawick is sixty-eight. The carding engines are almost all sixty inches wide. There are 52,864 spinning spindles, of which 12,564 are self-acting, including spinning frames; 5,894 twining spindles, half of which are self-acting. There are two hundred and seventy power and from one hundred to one hundred and fifty hand-looms. The weight of wool carded in the sixty-eight sets of machines is 1,801,796 pounds annually, assuming that the mills work only during the day but as in good times the majority of the factories run all night, the quantity is in so

much greater. The tweed trade has for the last eighteen months been suffering greater and more protracted depression than has occurred since it became the object of interest it is, but there is reason to believe that the worst is past, and that the state of things may now be confidently looked for.

## SELKIRK.

number of manufacturing establishments in Selkirk is seven—two spinning and five carding. The tweed firms are Messrs. J. & H. Brown & Co., Ettrick Mills; Messrs. Turnbull, Dunsdale Mill; Messrs. George Roberts & Co., Forest Mill; Messrs. Richardson, Bridgehaugh Mill; and Messrs. James Bathgate & Sons—the latter, having no carding and spinning machinery. Philiphaugh and Yarrow are carding and spinning establishments only, the former containing four sets, three of which are not in operation. Yarrow Mill, which belongs to Messrs. Brydone & Co., was started about six months ago, with four sets of condensers, self-acting mangles, scouring, burring, teasing, and drying machinery of the newest construction. The three first-mentioned firms have seen the beginning of the tweed trade, and have all done much towards bringing it up to the important position it now occupies as a branch of national industry. Messrs. Waddel & Turnbull had previously rented their premises, became proprietors in 1863, and have since largely enlarged and improved them. The firm have, in addition to their reputation as general tweed makers, a well-established name as first-rate producers of colored tartans. Messrs. Roberts have the reputation of using superior wools, which course gives a character to their goods. Messrs. J. & H. Brown & Co. turn out more Scotch tweeds than any other firm in the trade. These gentlemen are proud of being the only representatives in the tweed trade who were awarded a medal at the Paris Exhibition of last year. They were the first in Selkirk to introduce about four years since, the new and improved condensers, a step closely followed by other firms, till now there are only one “piecing machine” and two “roving” or “perpetuals,” in the place. Messrs. Roberts were the first to introduce the mule, an example also largely imitated. A great many other machines for labor, or improving processes, have been introduced lately, and large additions have been made to the premises. To a water-power of sixty horse Messrs. J. & H. Brown & Co., within the last six months, by the introduction of a pair of forty-horse steam engines, provided a power that, in case of necessity, can be raised to four hundred horse—arrangements having been made by the engineers, Messrs. Randolph & Co., Glasgow, for the placing of six boilers, should such an increase of power be required. These alterations and additions have also necessitated, on the part of Messrs. Waddel & Turnbull, the application of steam-power, both having powerful engines within the last two years, their water supply having become inadequate to the demands made upon it. Except in the case of Philiphaugh which is driven by water alone, the motive power of the more recently started mills is wholly steam. The following statistics of machines and hands employed have been taken up with care, and may be relied upon: Carding machines, 32 sets; spinning mules, 15,612; spindles in hand-mules, 12,260; spindles in throstles, 1,726; number of power-looms, 181; number of hand-looms, 97; persons employed, 1,032. The hands employed look large compared with the number of sets, which is explained by the fact that Messrs. Roberts & Co. have a mill at Innerleithen where they card and spin yarn, which is worked up into tweeds at Selkirk; and that Messrs. J. & H. Brown & Co. buy all the yarn required for one class of goods, which amounts to one-third of their entire production. The weight of wool used will be some 260,000 or 270,000 pounds per annum, costing, at present rates, about £86,000; and wages paid, between £28,000 and £29,000 per annum. The total cost may be set down at £220,000, which in busy times is considerably increased.

## INNERLEITHEN AND WALKERBURN.

The manufacture of woollen cloth was introduced into Innerleithen so long ago as 1780, when a mill was built, at the expense of about £3,000, by Mr. Alexander Brodie, a native of the neighboring parish of Traquair, and who, having made a fortune as a blacksmith in London, wished to benefit his native district by increasing the employment. The project did not succeed to the wishes and expectations of the philosopher-originator, and for many years little progress was made. It was not till between 1820 and 1840 that the woollen manufacture began to take root. The rate of increase may perhaps be best shown by giving the increase of the population of the parish, the whole of which increase is due to manufacturing—the rural part, if it has remained stationary. In 1801 the population of the parish was 609; in 1821, 705; in 1831, 810; in 1841, 937; in 1851, 1,236; in 1861, 1,823; and it is computed at between 2,400 and 2,500. Brodie's Mill, which is now in



the possession of Messrs. Walker, Gill & Co., has been greatly extended; and, including two at Walkerburn, which is about one and a half mile distant from Innerleith, other six mills have been added within the last twenty-five years. At first, water was the only motive power; but from the extent to which the hill drainage has been carried on, the supply of water in summer is now very precarious, and to all the factories except two, steam-power has been added. In all the mills, except that of the Messrs. Wilson, who manufacture blankets and plaiding solely, and those of Messrs. J. & Dobson, and Dobson Brothers, who produce a quantity of woollen shirting, the manufacture is tweeds. The following are the statistics regarding the seven factories of the district: Sets of machines, 29; number of hand and power-looms, 264; spindles, 18,708; work-people, 700; quantity of wool used, 959,604 pounds per annum; value of goods produced per annum, £210,900; wages paid per annum, £24,200. The rise of the manufacturing village of Walkerburn has been quite remarkable. Fifteen years ago it had no existence, and now it has a population of upwards of seven hundred, and contains the largest factory on the banks of the Tweed—viz: that of Messrs. H. Ballantyne & Sons—the first part of which was erected in 1855. This mill now contains ten sets of carding machines, eighty power and hand-looms, 7,260 spindles employs two hundred and seventy workers, and the quantity of wool used in it per annum amounts to 450,000 pounds. In the same village there is another large factory which belongs to Messrs. James Dalziel & Co. As it was erected within the last three years, in place of another which was burned down, the machinery is all of the newest and most approved kind. It gives employment to about one hundred and thirty workers.

## JEDBURGH.

So early as the year 1728 a woollen factory existed in Jedburgh. This, we believe, was the first in that part of the country, and it was erected by the magistrates, under the patronage of the trustees for the improvement of manufactures and fisheries. The mill soon passed into the hands of a joint-stock company, which received a charter from the magistrates giving them powers: "1st. To import and export the several subjects of their manufactories without trouble or molestation; 2d. Forasmuch as, by his Majesty's letters-patent, it is appointed that £700 sterling should be annually employed in carrying on woollen manufactures within the several shires which produced tarred wool, whereof the shire of Roxburgh was one, and that the trustees named in the said patent had condescended on Jedburgh as one of the stations, they enacted and agreed that the company should have full liberty and allowance to apply to the trustees who had the distribution of the said £700, to the end that they might receive such a share thereof as might be by them allotted for carrying on the woollen manufacture at Jedburgh; 3d. Power to make by-laws consistent with the public law of the realm and acts of council." This company did not succeed. In 1745 a merchant in the burgh, named Robert Boswell, took a lease of the mill, at an annual rent of £7; and so anxious were the magistrates to encourage him, that they enacted that no dyed or waulked cloth was allowed to be hung on the Canongate bridge, unless it was waulked or scoured by Boswell, under penalty of 2s. 6d. The first manufacturers who were successful in carrying on anything like an extensive trade were Messrs. J. Hilson & Sons, into whose hands the mill passed in 1786. Strong woollen cloth, blankets, and plaiding were manufactured to a considerable extent; and afterwards a large quantity of tartan cloth was made by the same firm. They also began the manufacture of carpets, but that branch was given up many years ago. Although Jedburgh was one of the first towns in Scotland in which the woollen manufacture was carried on, it has long since been eclipsed by the neighboring towns of Hawick and Galashiels. There is now, however, a more cheering prospect for the town. Within the last two years considerable additions have been made to its manufacturing power. There are at present five factories, having in all eleven sets of machines, and there is an appearance of more being added in a short time. Rather more than two hundred persons are employed in these factories, and the value of the annual produce may be set down at something like £66,000. Tweeds are the principal goods produced.

## DUMFRIES.

The hosiery trade of Dumfries is believed to have originated about eighty years ago, but up till about 1810 it was carried on upon a comparatively small scale. The early founders of that branch of business are believed to have been Messrs. Haining Hogg & Dickson. A gentleman still living, who entered the trade in 1805, informs us that at that time there was only one firm of any consequence in Dumfries, viz: Dickson & Burgess, afterwards Dickson, Burgess & Pagan. There were three other manufacturers, but in quite a small way, and the goods made were almost entirely men's hose and half-hose and women's hose; the former principally a blue gray, and the latter

. Scott & Sons; Messrs. Milligan & Co.; Messrs. James Dinwiddie & Company; Mr. William Halliday, Maxwelltown; Mr. Robert Macgeorge, Maxwelltown. Mr. Patterson carries on the hosiery business on a considerable scale at Maxwelltown; and there are one or two independent makers in a small way in some of the surrounding villages. There will be fully five hundred frames or stocking-looms in the district, of which at present about three hundred will be in full employment to at least five hundred persons, including weavers, winders, trimmers, finishers, and warehousemen. For many years no advance whatever has been made in the efficiency of the stocking-loom, but recently, owing to the ingenuity of frame-smiths and setters-up, various mechanical appliances, termed heeling machines, swing carriers, &c., have been adopted, forming a most perfect machine for fully-fashioned goods, each machine costing from £30 to £50, and being capable of producing per week nearly the work of three men on the old frames. Robert Scott & Sons have sixteen of these frames, and find them to be in every way a great improvement. There is little doubt that at no distant date they will supersede the old machines. The present consumption of hosiery yarns by the trade of the district is estimated at 120,000 pounds per annum, at from 2s. to 3s. per pound, in addition to a large quantity of tweed yarns. The yarns are principally obtained from Hawick, Peebles, Alloa, and Kinross. The capital invested in the hosiery trade is about £40,000; and the annual turn-over is, as nearly as possible, represented by the same sum. Nearly all the work is paid for by the piece or dozen—a different scale of wages being paid to every gauge. Hence it is difficult to estimate the average weekly earnings of the hosiery trade. On the narrow frames they will range from 10s. to 13s.; on the broad frames, from 12s. to 15s.; and on the improved frames, 20s. to 25s. Altogether, the wages paid in the hosiery trade in Dumfries and district will exceed £11,000 per annum. In addition to plain hosiery, there is a considerable manufacture of what is termed fancy goods, including tweed hose, knickerbocker hose, shooting socks, &c., a variety of articles in which are employed bright colors tastefully arranged. The principal business in this way is done by Messrs. Robert Scott & Sons; but Messrs. James Dinwiddie & Co. and Messrs. Milligan & Co. also manufacture a good deal. Messrs. James Dinwiddie & Co. are the only firm in Dumfries who employ power looms for the manufacture of the hosiery fabric. Steam-power is used in nearly all the mills for the processes. There is in Dumfries one master frame-smith, employing four or five men, at wages from 15s. to 30s. per week, in constant work. The hosiery trade of Dumfries originated about the year 1846. Two years previously, Robert Scott & Sons purchased premises at Kingholm, about a mile below Dumfries, for the purpose of spinning hosiery yarns, and afterwards turned their attention to the manufacture of tweeds, which they were soon engaged in making in considerable quantities for the London and Glasgow markets. In 1853 the trade greatly

Henderson, and is known as St. Michael's Mill. There are also tweed factories at Nabbey (Mr. Robert Laing;) at Cample, near Thornhill, (Messrs. Arrol & Peace;) and Sandbed, near Lockerbie. Mr. Thomas Shortbridge, of Dumfries, does a large business in finishing for country makers. The number of sets of carding machines employed by the three principal firms in or near Dumfries is about thirty. The quantity of yarn spun by them cannot be less than 800,000 pounds per annum; and a large quantity of yarn is brought from other towns. The capital invested in the whole tweed trade in the town and district is about £260,000, which may also represent the annual turnover. About two hundred power looms and one hundred hand looms are in use. The number of hands at present employed in Dumfries and neighborhood is estimated upwards of one thousand. The rate of wages may be stated as follows: Spinners, from 14s. to 40s. per week; power-loom weavers, (women,) 9s. to 18s.; hand-loom weavers (men,) 20s. to 25s.; piecers, menders, scourers, &c., 6s. to 8s. per week. In a notice of the tweed trade of Dumfries, which has been developed with so much enterprise, sagacity, and spirit by the Messrs. Scott, it would be improper to omit mention of the fact that to the ingenuity and shrewdness of a pattern designer at Kingholm Mills—Mr. John M'Keachie—a great deal of the early success of the trade is unquestionably due. Mr. M'Keachie was originally a damask weaver, and secured an engagement at Kingholm when the tweed trade was originated there. He is still connected with the establishment.

#### LANGHOLM.

Previous to the year 1832, the manufacturing operatives of Langholm were extensively employed in the cotton trade. The work was supplied by manufacturers in Glasgow and Carlisle, who had agents in Langholm. Mr. David Reid (the father of Mr. Reid of Reid & Taylor) and Mr. Andrew Byers, (the father of the present partners of Andrew Byers & Son,) were the originators of the woolen trade of Langholm. They commenced the trade by making shepherd's plaids or "mauds" and "shepherd check" trouserings, which they dispose of in the towns within a circuit of thirty or forty miles. They always made their journeys on foot. This branch of trade was very limited at the commencement—one or two hand-loom weavers being sufficient to supply the demand. The goods were so well and honestly got up that they gave a name to the trade of the place, which has been retained up till this time; and Langholm is now justly celebrated for the beauty and finish of the "shepherds' checks." The trade has rapidly developed itself, more especially within the last twenty years. The firm of T. & A. Renwick had the Langholm Mills for many years, and supplied yarns for the tweed manufacturers. Mr. Alexander Renwick, the last surviving member of the firm, was an enterprising and active man of business, and gave a great stimulus to the trade of the town. He had Whitshields as well as Langholm Mills. At his death, in 1851, the latter passed into the hands of Messrs. Reid & Taylor, who were the first to begin the tweed trade on a large scale in Langholm. From comparatively small premises they have now, through almost yearly extensions, one of the most extensive and perfect tweed manufactories in the trade. Messrs. James Bowman & Son commenced tweed manufacturing a little later than Mr. Reid and Mr. Byers; and by like energetic spirit and good taste they also have converted a comparatively small business into an extensive one. Mr. Byers, sen., built the mill in Buccleuch Square. His sons succeeded him, and added to their business the spinning of yarn, by acquiring Whitshields Mill. The trade of Langholm cannot be correctly estimated by the number of machines for spinning yarn, as the manufacturers will purchase at least as much yarn from other towns as is spun in Langholm. In Langholm there are seventeen sets of carding machines, and the yarn purchased from other towns for the trade will employ at least other seventeen sets. The following new mills have been built within the last three or four years: A large addition to Reid & Taylor's mill; a new mill for James Bowman & Son; an entirely new mill on the most modern style for James Scott and Son; a large power-loom and finishing house and warehouse for Thomas Lightbody. Little & Anderson have commenced to build a new mill. The quantity of wool used will be about 530,000 pounds. The quantity of yarn bought from other towns will represent a similar quantity of wool. The amount of money turned over annually in the tweed trade in Langholm will be over £200,000. The capital employed is estimated at £130,000. The names of the firms are Messrs. Reid & Taylor, James Bowman & Son, Andrew Byers & Son, James Scott & Sons, Thomas Lightbody, Little & Anderson, John Glendinning, John Frater, and Hall & Frater. The last-named firm obtained a medal at the Paris Exhibition. The increase of trade is showing itself conspicuously in the great increase of dwelling-houses built within the last twelve months. Between twenty and thirty very good houses have been erected in Langholm, and arrangements are being made for building more this season.

#### AYR.

The principal woolen manufactory in the county of Ayr is that of Mr. James Templeton, situated in Fort street, Ayr. This mill, from very small beginnings, has grown

one of the largest in Scotland of its kind. About the beginning of the present century, it was a small cotton mill carried on by a company. A few years afterwards, it came into the hands of the late D. Charles, (who was for some time provost of Ayr,) who converted it into a woollen mill. It was managed by the late Mr. James Templeton, and the principal work carried on in it then was the carding and spinning of wool for the trade of the district. About the year 1821 Mr. Templeton bought up the mill, which he afterwards greatly extended; and in 1832 he commenced the manufacture of carpets. At that time, in addition to the numerous hands engaged in the different processes of preparing the wool, about sixty carpet weavers were employed. After Mr. Templeton's death, in 1844, his nephew, Mr. James Templeton, the present proprietor, came into possession of the mill, and since that time the works have been continually extending, till they are now more than double what they were then. The buildings cover a large space of ground, and the machinery, which is of the newest and best construction that could be obtained, is also very extensive. Only two kinds of carpets are produced at the works—superfine and three-ply Scotch carpets. Of these large quantities are annually turned out, which are readily disposed of in the home market. All the processes, from the time that the wool comes off the sheep's back till the finished carpet is turned out—carding, spinning, dyeing, weaving, &c.—are carried on at these works. Besides producing all the yarns for his own manufacture, Mr. Templeton does a large trade in the carding and spinning of yarns for the manufacture of Brussels carpets, which he disposes of to the manufacturers of Kidderminster, Glasgow, and other places. At present there are nearly five hundred hands employed in the various departments—all on full time. Of these about one hundred and fifty are carpet weavers, whose average earnings will be about 20s. a week. A number of women are employed in the mill. This is the only public work in the burgh where a large number of hands are employed, and the earnings of these benefit them to a considerable extent.

Mr. Reid's manufactory, situated in Russell street, built some seven or eight years ago, where from thirty to forty hands are employed in the weaving of winceys and flannels for Glasgow houses. There are also a few woollen manufacturers in Ayr on a small scale. The Messrs. Jamieson, whose establishment is situated in Lymond's Close, do a considerable trade in the manufacture of blankets, flannels, plaidings, and all kinds of woollen wearing apparel. Their blankets are famed throughout the country for their superior quality.

Four miles from Ayr, in the parish of Dalrymple, there is also a woollen mill of considerable extent—viz., Skeldon Mill, in the possession of Mr. Hammond. About sixty hands are there employed in the manufacture of blankets, plaidings, &c. This establishment has of late years been greatly extended.

#### KILMARNOCK.

Woolen weaving is the principal and most ancient woollen manufacture of Kilmarnock. The first firm which engaged in it began in 1777; and the value of the manufacture in 1800 amounted to £21,000. After that date the trade took rapid strides, and between 1800 and 1827 there were a dozen firms engaged in it. The value of the carpets manufactured in 1837 was £150,000. Previous to 1848, the number of firms had dwindled to five, (the present number,) and the annual value of produce has since been £100,000. Steam-power was first introduced into the works of Messrs. Gregory, Brown & Co., for the manufacture of Brussels carpets, in 1857. This firm stands first in Kilmarnock in the production of these carpets, and is the most extensive manufacturer of them in Scotland. The other firms confine themselves to the manufacture of Scotch carpets. The average wages of the men range from 15s. to 18s. per week.

Woolen net making is the next in importance of the woollen manufactures of Kilmarnock. There are six firms engaged in that trade, and the annual value of production amounts to £5,000. One firm—that of Messrs. Douglas, Reyham & Co.—sent out goods last year to the value of £37,000. About one-third of the annual value of goods is paid in wages. By the various firms there are employed eleven hundred women and girls as net makers, three hundred as liners, and ninety men and boys as finishers. In Kilmarnock, besides, there are employed, besides, one hundred knitters, fifty liners, and twenty net makers, and the annual value of production is £1,500. In Stewarton, five miles off, there are employed eighteen hundred knitters, five hundred liners, and two hundred net makers, and the annual value of production amounts to £90,000. In the three places, £48,000 will be annually paid in wages.

Five carpet firms have all spinning mills of their own, (three of them in Kilmarnock and two in neighboring villages,) and spin entirely for their own carpetings. As there are in town two other small mills—one for supplying the carpet works, and the other chiefly for the supply of tweed manufacturers. In the latter there are twenty-two men employed, and five sets of carding machines. In each of the other four there are four sets of carding machines. A more extensive spinning mill is situated at Crookedholm, two miles off. Crookedholm Mill employs about sixty men,



women, and girls, whose wages annually are about £1,200. Their labor produces 187,2 pounds of worsted annually, the value of which is about £15,000. The machinery driven by steam.

Tweeds and blankets are manufactured in Kilmarnock to a small extent only. There is no large factory; only two or three dozens of weavers scattered and unconnected. One or two of the calico-printing firms, on account of the depression of their own trade, have begun in a small way to manufacture blankets and tweeds; but as yet these are in embryo.

Plaids and shawls, tartans, and other woollen goods are manufactured to some extent by one firm, whose principal trade, however, is in fine wineys. At present thirty-two looms are in operation, and the value of the annual production is between £6,000 and £10,000. There is, besides, an extensive winey manufactory, which sends out goods annually to the value of not less than £100,000. Five hundred looms are in operation in the factory, and about £9,000 a year is paid in wages.

#### STIRLING AND NEIGHBORHOOD.

In Stirling there are two woollen manufactories in operation at present. The most extensive of the two is Forthvale Mills, belonging to Messrs. John Todd & Sons. The principal branch of the woollen trade for which these works are used is the spinning of yarns for the manufacture of tweeds, shawls, and fancy stuffs. There are six sets of carding machines, and the number of spindles employed in the spinning department is six thousand two hundred and eighty-four. The machinery is propelled by an engine of fifty horse-power. The quantity of wool (all foreign) used annually is three hundred and seventy-six thousand pounds, and the value of the annual production is £30,000. There are sixty-five persons employed—nineteen males and forty-six females. Boys and girls receive from 8d. to 1s. per day; women, employed as winders, &c., make from 1s. 4d. to 2s. 8d.; and the men from 2s. 6d. to 5s. 10d.

The Parkvale and Hayford Mills, situated near the village of Cambusbarron, about two miles from Stirling, belong to Messrs. Robert Smith & Son, and comprise dyeing, spinning, and weaving by power. The branch of trade carried on here is different from any others in the neighborhood—the class of goods manufactured being a superior quality of wineys and other materials for ladies' dresses. Winey has been brought to the greatest perfection by the Messrs. Smith, who obtained the only prize medals awarded for this class of goods at the International Exhibitions of London in 1862 and Dublin in 1865. The warps of these goods are cotton yarn, which is chiefly spun in Lancashire; the wefts are of wool, the produce of the spinning department of the works. In the weaving factory there are five hundred and thirty power looms, and in the spinning department there are thirteen sets of carding engines. The whole machinery is driven by six steam-engines of three hundred horse-power. The wools manufactured are English, German, and colonial, and the amount used annually is six hundred and ten thousand pounds. The annual production of goods amounts to from £170,000 to £200,000, according to the price of raw material. There are in all nine hundred and fifty workers employed—one hundred and forty adult males, one hundred and twenty young persons above thirteen years of age, five hundred and ninety women, and one hundred hand-loom weavers who are employed out of the works. The amount of wages paid annually is £19,000. Juveniles are paid from 4s. to 6s. per week; women winders and weavers earn from 8s. to 13s. 6d. Men employed in the dyeing department are paid 14s., and those in the spinning department from 18s. to 28s. per week; beamers and twistors, 25s. to 30s. per week; power-loom tenders, or overseers, 35s. per week.

At Bannockburn there are two extensive works—one owned by Messrs. William Wilson & Sons, the other by Messrs. J. & W. Wilson. That of William Wilson & Sons embraces spinning, dyeing, and the weaving of carpets, tweeds, and tartans. The number of carding machines employed is fourteen. The quantity of wool used by them annually, including fifty thousand pounds which they purchase from other spinners, amounts to six hundred and eighty thousand pounds. The value of annual production is £80,000; and the number of persons employed is from five to six hundred. Messrs. J. & W. Wilson manufacture carpets only. The wool used by them annually amounts to five hundred thousand pounds, and the value of their annual production is about £25,000. They employ one hundred and eighty hands, including weavers, dyers, and wool sorters. There are other two small manufacturers, who employ about fifty hands in the weaving of tartans and kiltings. The value of their annual production is about £45,000. The wages paid in Bannockburn are as follows: Spinners, 19s. to 26s.; children and women, 4s. to 9s.; power-loom weavers, 10s. to 12s.; weavers, (tweeds,) 20s. to 24s.; weavers, (carpets,) 20s., 22s., 25s., to 30s.; hand-loom weavers, (tartans,) women, 9s. to 10s.; hand-loom weavers, men, 12s. to 14s.; dyers and wool storers, 14s. to 20s. Tartan weaving is paid at a very low rate.

## ALLOA.

ere are four wool-spinning factories, and an extensive business is carried raigs Manufactory, belonging to Messrs. John Paton, Son & Co., there sets of carding engines in use. The persons employed number three hun- ages are much higher than they were ten years ago. Young persons at tory earn from 3s. to 5s. per week; women, from 7s. to 9s.; laborers, led workers, from that sum to 50s. a week. The kinds of work done com- ning of knitting, hosiery, and tweed yarns. The yarns known over the otland as the Alloa yarns are also manufactured at this work. At Spring- onging to Thomson Brothers, the work is of a finer description than that raigs, the yarns produced being for making fine shawls, winceys, and there are about two hundred and twenty persons employed, and the out the same as in the other factories. At Gaberston Mill, belonging to mbert & Co., both spinning and weaving are carried on. There are five g engines, and about three hundred persons are employed. The articles are woolen shawls and shirtings. There are other two spinning mills in eiler's Brae new mill, belonging to Messrs. John Paton, Son & Co., and o., at which a good deal of business is done in hosiery and shawl yarns. carding engines, and nearly sixty persons are employed. Keiler's Brae mplied by Mr. Henderson, and contains two sets of carding engines. The y of wool used in the spinning mills is about thirty-two thousand ht, and the total value of the produce is nearly £230,000. The trade for ions to last year was very good, but last year it was considerably depressed. r, now improving, and hopes are generally entertained that it will con- o for some time. In Alloa there are no trade societies in connection len factories.

## TILlicOUNTRY.

and its manufactures are closely allied—the history of the one is nearly with that of the other. The village has grown in less than a century scattered hamlet to its present goodly dimensions; and when we bear in has always been wholly dependent upon its manufactures for its pros- tter or more desirable evidence need be given as to the spirit and enter- have raised its manufacturing operations to their present position. In ilation of Tillicoultry was seven hundred and eighty-seven; in 1793 it dred and nine; the increase in the thirty-eight years intervening being one twenty-two. During that period, as we shall afterwards see, the woolen an almost entirely lifeless state; but a reaction shortly followed; and in g thirty-eight years the population was increased by five hundred and In twenty years more the census showed an addition of three thousand and ten, and in 1861 the population was five thousand and fifty-four— increase of four thousand one hundred and forty-five over that of the year it of antiquity the Tillicoultry woolen trade ranks among the first, if it rst, in Scotland. Mention is made of its woolen goods in the Cartularies neth so early as the reign of Mary Queen of Scots. At that period, and o centuries afterwards, Tillicoultry was famous for weaving a coarse called serge, which is described as a species of shalloon, having worsted . woolen for weft. It sold at about one shilling a yard, and was long e lawn market of Edinburgh as “Tillicoultry serge”—indeed, that name ately to have been applied to all serges wrought in the district. These rn, were sold not only in Edinburgh, but also in Stirling, Perth, Glasgow, st kinds were sometimes dressed and dyed by the traders in Stirling, and shalloons—a light worsted cloth, said to have been originally manufac- ons in France, and to have derived its name from that place. Latterly, ies of serges were bought by saddlers, as a necessary commodity in their wards the end of the eighteenth century, however, the current of com- prise in Tillicoultry seems to have become stagnant, and the manufacture s transferred to Alva; though it would appear from the old statistical a market for Alva goods was not easily obtained, as the reporter (who, vas the Rev. William Osburn, minister of the parish) takes care to let us a serge web from Alva would not sell in the market while one from Tilli- ined unsold.” Notwithstanding such a disadvantage, Alva ultimately ade in this class of goods. In 1792–5, the woolen trade in Tillicoultry ve been at its lowest ebb. There were then but twenty-one weavers in nd the stamp master (who kept no note of these goods) supposes that serge and an equal quantity of plaiding would cover the produce that gh his hands annually from Tillicoultry. The manufacture of muslins

was introduced about that time, but met, apparently, with small success. In order to effect some improvement on this state of affairs, the reverend gentleman before mentioned (writing in 1795) "humbly subjoins" to his account a few probable "sources of melioration," and among these are the following, which have reference to our subject: "If some encouragement were given to the weaving of Tillicoultry serge;" and "if some public works—such as a woollen manufactory, or a cotton mill, or a printing field—were erected at the Westertown, as the situation is thought highly convenient and advantageous for such useful works." In 1798 or 1800, John Christie, "an ingenious and energetic native of the village," erected the first woollen factory in Tillicoultry; and it is also reported that he was the first to show that the great resources of mineral wealth and water power might be made available for the social interests of the community. At a later period he introduced carding machines with improvements of his own. In 1817 the present firm of Messrs. R. Archibald & Sons was commenced, and this was soon followed by the establishment of other woollen factories. The trade at the time was almost solely engaged in the production of blankets and plaidings, which was attended with considerable success, and the village soon began to manifest symptoms of returning prosperity. The principal market for these goods was Perth, where four markets were held in the year. To these fairs it was the custom of manufacturers to repair at the stated periods, transmitting their goods by carts to Perth during the previous night; and there they each hired a room, which was resorted to by the dealers from Edinburgh, Stirling, Dundee, and the north of Scotland.

The introduction of machinery for manufacturing purposes, in the place of manual labor, was one of the first means of social and commercial improvement. "Hand-jacks" gradually superseded the long-used distaff and spindle; the jacks were by-and-by supplanted by the "hand mule-jenny;" and this, in its turn, is being set aside by the introduction of the self-acting "jenny." It is worthy of note that the first "self-acting mule-jenny" and "slubbing-billy" made in the kingdom were purchased from the inventor and maker, Mr. Smith, of Deanston, by Messrs. R. Archibald & Son, of Tillicoultry, in 1839. They are still in the possession of the firm, and in full operation.

In these days, when strikes and intimidation processes are so common, it may not be uninteresting to narrate an incident which happened in Tillicoultry in the transition period of its manufactures. When spinning machinery was first introduced to do the work which the wives of the village had formerly done with their "muckle wheels," Mr. William Archibald (who possessed the mill now occupied by Messrs. Wm. Gibson & Co.) endeavored to introduce water as a driving power; and for this purpose he erected a dam on the Mill-Glen Burn to divert the water to his mill. But during his operations he was not attended by the blessing of the people, as Boaz of old was. On the contrary, the wives considered that such a scheme was nothing more nor less than a new way of playing off an old-fashioned trick—taking the bread out of their mouths by taking the work out of their hands; and a council of matrons was accordingly convened. What transpired at this meeting is not reported; but the result was that they mustered in a body, and, armed with spades, hoes, pick-axes, pokers, and tongs, (and tongues,) proceeded, "without let or hinderance," to the mill-dam, and speedily demolished the whole erection.

About 1824 the tartan trade was introduced into Tillicoultry, and such were the enterprise, energy, and taste brought to bear upon it, and the success by which it was attended, that general prosperity prevailed, and this to such an extent as to add in twenty years over three thousand to the population. This tartan trade has undergone a considerable change since then—"clan" patterns, which for many years were paramount, being now almost entirely discarded for "fancy" patterns. Messrs. Paton, of Tillicoultry, have long held a high place in the market for these goods; and their manufactures in tartan have decorated the person of her Majesty the Queen, and serve as hangings in the royal palace of Balmoral.

The woollen productions of the firm of Messrs. J. & D. Paton and Co. are of a varied description, and consist of shawls, tartans for dresses, and cloakings of various kinds. An idea of the extent of their works may be obtained when we state that they employ from nine hundred to one thousand operatives, and pay annually in wages about £20,000. Their goods are principally consumed in the home trade; but considerable quantities are sent to America, both North and South, (although to a less extent since the advance of the tariff,) and to the various markets on the continent. They have sixteen sets of carding engines in operation, each of which may put through wool to about the value of £2,600—the goods when finished representing about three times that amount. Both water and steam are used as motive power; the former of twenty-five, and the latter of seventy-five nominal horse-power. We may add that this firm was successful in obtaining a medal at the Exhibition of 1862, for a collection of woollen tartans of remarkable fineness of texture and excellence of color, of improved zephyr makes; and that they are also engaged in the manufacture of silk fabrics for ladies' dresses and shawls.

The firm of Messrs. R. Archibald & Sons, before referred to, carry on an extensive business in shirtings, shawl goods, tartans, and thin tweeds; and that of Messrs.

thibald, Devonvale, have long been famous for the excellence of their  
eds.

arish there are twelve woollen factories, containing forty-six sets of carding  
and employing upwards of two thousand operatives. Besides these, there  
ablinments where hand-loom weaving alone is carried on, containing in  
ne hundred and eighty looms, and employing nearly an equal number of  
eir productions mostly being shawls and napkins. In connection with the  
o are hand-loom to about the number of three hundred and forty, and  
hundred and thirty power-loom. A few years ago an excellent dam was  
he Mill-Glen Burn, at a cost of from £700 to £800, which supplies driving  
urt to a number of the factories. Steam, however, is the principal agent,  
se-power of which is two hundred and ten, and that of water eighty-two.  
s represent the nominal power, the actual being of course much greater.  
and Cape wools are those principally used in Tillicoultry—neither that  
ie Ochils nor the Cheviots being suitable for the class of goods manufac-  
quantity of wool brought into the village annually may be judged of by  
it that each of the forty-six carding engines is able, on an average, to put  
y one hundred and fifty pounds of wool as it is imported, and one hundred  
red. Of wages we have said nothing, as in many departments it is difficult  
anything like a truthful result, more especially in the fluctuating state of

ry condition of the factory operatives is very pleasing; and the healthy  
f the woollen trade is now, we understand, generally admitted by the  
ctors, as well as the medical profession. Dr. Thomson, late of Tillicoul-  
of the General Prison, Perth, was the first to write upon the subject, in  
ncurrent testimony seems to have emanated from Hawick, Galashiels, and  
rom professional observers, and led Sir James (then Dr.) Simpson to  
investigation. A number of valuable experiments were made by Sir  
gh Dr. Thomson and others, which resulted in demonstrating that the  
the operatives in woollen manufactories is a healthy one.

has endeavored to give a rough outline of the history of the woollen trade  
ry, which is at once interesting for its antiquity and striking for the  
ts growth. In the latter respect it is almost as much matter for wonder,  
rcial aspect, to the present generation, as to bygone generations, in a  
ect, was the notable miracle of good St. Serf, of whom it is said—

"In Tullycultry, til a wif  
Two sonys he raisit frae ded to lyf."

• ALVA.



itants of this village may be said to be entirely dependent on the woollen  
s. The population was eleven hundred and fifty in 1821; two thousand  
l and sixteen in 1841; and three thousand two hundred and eighty-two  
the trade of the place has increased at a like rate. Blankets and serges  
ly goods produced up till 1829, when the manufacture of shawls was  
There are at present nine spinning mills in the village, employed on  
aking shawls, tartan dress goods, tweeds, &c. These mills contain thirty-  
f carding engines, driven by steam and water power. The number of  
oyed in the spinning mills is as follows: men, about one hundred and  
en, ninety; boys and girls above thirteen years of age, say from thirteen  
-total, two hundred and twenty. The wages of the men average about  
women, 8s. to 10s.; and the boys and girls, 4s. to 6s. The amount of raw  
through in the course of a year is valued at about £123,000, and the  
manufactured material may be estimated at nearly double that amount.  
yarn is used in the place, but the greater part of it goes to agents in

ing of shawls, handkerchiefs, plaids, and shirtings is the staple of the  
gives employment to about six hundred and ninety-three journeymen and  
pprentices in the busy season, besides from five hundred to six hundred  
oyed in winding, twisting, and finishing; also, a number of young boys  
and twistors, in the proportion of two boys to fifteen weavers. Since  
tartans ceased to be fashionable articles of female attire, and since the  
e ports of the United States to our manufactured goods, trade has been  
few months of the year; and this presses hard on those employed in the  
iness, who generally seek work during the winter months in Hawick,  
shiels, &c. This annual depression makes it a difficult matter to say  
average wage; and calculating on the amount of work for a few years  
erage rate for a weaver in Alva has been only from 12s. to 14s. a week.  
e trade to be good nearly all the year round, the wages of a good work-  
e from 20s. to 25s., according to the quality of the work.



The value of manufactured goods runs from about £200,000 to £250,000 annually, and the chief market is Glasgow. A considerable quantity also goes to Manchester, London, and some of the principal Irish towns.

There are a co-operative store, yearly sick society, and branches of two burial societies in the village, all of which are largely taken advantage of.

#### KINROSS.

This town has changed its staple trade several times. The manufacture of linen attained considerable importance in the middle of last century, and in 1790 nearly two hundred looms were employed in that branch; while the value of the produce was about £5,000 annually. Sixty years ago, cotton weaving was introduced and flourished for a time, until the introduction of machinery driven by steam or water power suspended the labor of the hand-loom weaver. Previous to the introduction of these manufactures Kinross was famous for its cutlery; but that trade is now extinct.

It is upwards of thirty years since the manufacture of woolen goods was introduced into the locality. About the year 1836, when introduced, and up till 1845, weaving was plentifully supplied from Tillicoultry and by local manufacturers. In 1846 a wool-spinning mill was erected at the south end of the town, for spinning yarn for the manufacture of shawls, &c., and by dint of good management it has all along been kept in active operation. Another mill, at Bellfield, had been started several years previously, and is still at work. About that time, too, the greatest activity prevailed in the manufacture of shawls and plaids, which was carried on vigorously till 1848, when it received a material check; and up till the present day a gradual decline set in, and now all the factories, as such, have ceased to exist, the largest having been recently converted into a printing office. Consequently, woolen weavers as a class have had very irregular employment; and most of the original manufacturers, from various causes, do comparatively little in the manufacture of woolen goods. In the spinning of woolen yarns, again, the case is different, for not only have the two mills referred to been regularly employed, but another large mill (under the limited liability act) has been recently erected opposite the old one on the South Queich; and another, superior to all of them in size, was erected in Milnathort the other year. All these are at present going full time; so that, while the weaving of woolen cloth has very materially diminished, the facilities for spinning yarn show an important increase, and a large amount of business continues to be done, principally through the agency of self-acting steam machinery.

#### PAISLEY.

The manufacture of woolen goods was introduced into Paisley about thirty years ago, from Galashiels. The trade consisted of clan and fancy checks made into long and square shawls, and piece goods for dresses. It has continued to progress steadily. Scarfs and shirting cloth have also come to form an important part of the woolen manufactures here. The Crimean war gave a great impetus to the shirting manufacture, from the extra demand for the supply of our troops; and since then it has been an important article of manufacture. The woolen trade is, however, fluctuating, but is always in operation, less or more. Preparations for summer and winter goods are accompanied by a decreased activity in the manufacture. Almost all the harness-shawl houses in Paisley are now engaged in the manufacture of woolen fabrics. Since the falling off in the harness trade, manufacturers have gone more and more into the making of woolen goods. Attempts have been made by one or two Paisley houses to introduce the manufacturing of tweeds, but without success. The woolen trade here is confined to the branches above enumerated, with the exception of a class of goods known as wineys, a union of wool and cotton, and some other kinds of mixed fabrics. The woolen manufactures are chiefly done by hand-looms. It is computed that from eight hundred to one thousand hand-loom weavers are employed at these fabrics in Paisley. The Paisley houses also employ weavers in other districts. Kilbarchan contains about eight hundred hand-loom weavers, who are entirely employed on woolen fabrics by Paisley manufacturers. About one hundred weavers more are thus employed in adjacent villages—making a total of nearly two thousand employed by Paisley houses in the weaving of woolen fabrics during the busy seasons. The wages of the operatives are low, and have somewhat declined of late years. They average from 8s. to 9s. a week. In some cases as much as 15s. a week is earned; in others the weavers are unable to make above 6s. or 7s., after deducting their outlay for loom rent, gas, and other charges. Superior skill, of course, earns the highest rate of wages. This is, however, dependent to a considerable extent on the nature of the material employed and the class of work, as well as the circumstance that some houses pay a better price to their workmen than others.

## ABERDEEN.

ry was first introduced into the woolen manufactures in Aberdeen about 1789 by James Baird, silk dyer, who brought from England two carding engines and two spinning jennies. He erected a mill at Stoneywood, close by the river Don, and about five miles distant from Aberdeen. Previous to this the carding and spinning of wool were done by hand. During the eighteenth century, an extensive trade was done in the manufacture of stockings for the home and foreign markets, that branch of industry in fact, the staple trade of the city. In 1703, a company was formed for the carrying on this trade on an enlarged scale, and during the greater part of the eighteenth century the stocking making was prosecuted most successfully; the most of those engaged in it acquired upon competent fortunes.

The best known, because the oldest, house in the woolen trade in Aberdeen is Messrs. Alexander Hadden & Sons, Green. Established some one hundred and thirty years ago, this firm have long held a first place in the trade. Their works are in the center of the city, and are of considerable extent. The mills at Garlogie also belong to this firm, who, it may be remarked, were the first to spin alpaca yarn. They consume about two million pounds of wool annually, and give employment when at full time, to upwards of fourteen hundred hands.

The principal trade is principally in the hands of Messrs. J. & J. Crombie, Grandholm, and Messrs. Hadden, Green. The manufacture of tweeds is now carried on extensively. The Messrs. Crombie have long been engaged in the tweed business, and their works at Grandholm are well known. They give employment to nearly six hundred hands, a good proportion of whom require to be skilled hands. The total value of goods manufactured in and around Aberdeen is upwards of £120,000 annually. The trade has fallen off lately, particularly in fine goods, changes in machinery, &c., making it almost impossible to keep the market with the manufacturers of England.

Messrs. Hadden are the largest carpet manufacturers in Aberdeen. The trade is a growing one, and now the annual value of the productions is not under £200,000.

The manufacture of winey, for which the city is widely known, is in the hands of several firms, some of whom do a large business in the home and foreign markets. The principal houses are Hadden & Sons, Henry Cooper & Co., Pratt & Keith, F. H. Cooper & Co., D. Mackie & Co., Adam Smith & Co., and E. Chadwick. Generally the price is from 9d. and 10d. per yard up to 4s. 5d. For delicacy of colors, brilliancy and superiority of manufacture, Aberdeen wineys are held in the highest estimation.

The annual value of the winey goods produced is at least £250,000. The winey trade is rather on the decline in Aberdeenshire, and has been for some years. The value of the goods produced annually is over £20,000 a year.

The manufacture of shawls is but in its infancy in Aberdeen, and does not call for particular notice.

To summarize, in Aberdeen at this date there are at least two hundred and thirty six hundred hand looms at work in the woolen trade. It is estimated that about three thousand persons find employment by this industry, and that upwards of five million yards of tweed and winey, &c., are produced annually.

It is somewhat difficult to give a clear idea of the wages, as they vary so much according to the skill of the workmen. At Messrs. Hadden's works, wages of men run from 15s. a week; overlookers, 25s. to 30s. a week. Female spinners from 3s. 6d. to 4s. 6d. a week. At reeling, good hands by piece-work will earn from 8s. to 9s. a week. The establishment gives the average—for men, 19s.; women, 6s.; boys, 3s. to 4s. 6d.

The trade in woolens has been very dull of late, most of the works being on half or three quarters time. There are at present prospects of a change for the better, and in the past few weeks most of the mills have been put on full time.

## INVERNESS AND NEIGHBORHOOD.

Woolen manufactories near Inverness are three in number, situated at Holm, (Ross-shire,) and Culcabock. The first named, carried on by Messrs. Nicol & Co., has been in existence for seventy years, and is the oldest manufactory of its kind in the north. The goods produced at all the mills are tweeds, mauds, plaiding, and the greater part of which is made from wools grown in the northern counties of Angus, Cheviot, Southdown, and Highland. A considerable quantity of colored wools is also used up in the manufacture of tweeds. The number of operatives at Holm Mills ranges from ninety to one hundred; at Avoch, fifty to sixty; at Culcabock, (formerly a meal mill, and recently converted into a woolen factory,) about fifteen. At Holm both water and steam power are used. There are three reeling engines, spinning, and twisting machines. The weaving is chiefly done on hand looms; dyeing, scouring, and everything requisite for the production of goods.

being done on the premises. At Avoch two sets of carding engines are run, and the other machinery is similar to that in use at Holm. At Culcabock there is only one set of carding machines, and the weaving is done with hand looms. The rate of wages paid to spinners, weavers, slubbers, dyers, finishers, &c., is from 18s. to 25s. per week; females are paid from 5s. to 12s. per week; and boys from 2s. to 6s. The number of hours worked per day at all the factories is ten. The quantity of both home and foreign wool used yearly at the three factories (Holm, Avoch, and Culcabock) amounts to two hundred and twelve thousand pounds, the value of which will be about £11,000. The bulk of the goods made at Holm goes to the London market, and part is also sold to the Glasgow wholesale houses. Mackenzie & Co., Avoch, send a portion of their goods to the south, and do a considerable local trade. From Culcabock the whole production is disposed of to local dealers. Besides the wool stated above, a large quantity is sent in to both Holm and Avoch by the farmers in the district, to be manufactured for their own use.

The woollen manufactures indigenous to the Highlands are home-made cloths and tweeds and hand-knitted hosiery and shawls. For these a ready market is always found. The shawls are valued on account of their lightness and warmth, and the home-spun tweeds are prized for their peculiarly comfortable and durable qualities, which render them more suitable than any other fabric for the use of sportsmen and tourists. To appearance these tweeds are somewhat rough and coarse, but in reality they are softer and in some cases of finer texture than machine-made goods. Macdougall & Co., of the Royal Tartan Warehouse, Inverness and London, have for many years given special attention to the improvement and development of these branches of industry, having brought them into notice with the higher classes of society and obtained for them their present celebrity. The production of all the classes of home-made goods gives employment to hundreds of people in the straths and glens of the Highlands, who themselves shear the sheep, spin and dye the wool, and knit or weave the yarn made from it. The progress made in these manufactures in the Highlands will appear from a comparison of the awards at the exhibitions of 1851 and 1862, quoted from the reports of the jurors. In 1851 a prize medal was awarded only "for hosiery knitted by the Scottish peasants." In 1862, (eleven years later,) Macdougall & Co. received a first-class prize medal "for tweeds, tartans, shawls, hosiery, &c.; also for linsey-woolseys of superior quality," all these being home-made fabrics.

### LINEN MANUFACTURES.

HISTORY OF THE SCOTCH LINEN TRADE—CURIOUS ACTS OF PARLIAMENT RELATING TO THE MAKING AND USE OF LINEN—THE BOARD OF TRUSTEES FOR MANUFACTURES AND THEIR CONNECTION WITH THE TRADE—THE BRITISH LINEN COMPANY.

The linen trade is almost the only branch of Scotch industry which, previous to the commencement of this series of articles, has had its history written in a systematic way. So far we have found the field to be entirely unoccupied, and have had to collect information on each subject from many sources; but in the case of the linen manufactures we have derived valuable assistance from "The Linen Trade, Ancient and Modern," by Mr. Alexander J. Warden, merchant, Dundee. This work is an exhaustive and thoroughly trustworthy treatise on every department of the subject, written by a gentleman who has an intimate knowledge of it.

From the frequent mention of linen in the history of Scotland, it is evident that the inhabitants were acquainted with the processes of making cloth from flax six hundred years ago at least. It is related that, at the battle of Bannockburn, (fought in the year 1314,) "the carters, wainmen, lackeys, and women, put on shirts, smocks, and other white linens, aloft upon their usual garments, and bound towels and napkins on their spears, staves, &c. Then placing themselves in battle array, and making a great show, they came down the hillside in face of the enemy with much noise and clamor. The English, supposing them to be a reinforcement coming to the Scots, turned and fled." There is good reason for concluding that the linen so successfully displayed on this memorable occasion was home-made. At first the flax was grown, dressed, spun, and woven by the people for their own use; but towards the close of the sixteenth century we find that linen goods formed the chief part of the exports from Scotland to foreign countries. About the same time a considerable quantity of Scotch linen found its way into England. Several attempts were made to establish linen manufactories, so that the trade might be extended and carried on more profitably; but the promoters, though encouraged by royal favors and the concession of certain privileges, did not succeed. As stated in a previous article, efforts were made to improve and extend the woollen manufactures of Scotland by various legislative enactments, one of which prohibited the importation of woollen cloths from England. The English people retaliated for this interference with their trade by treating the men who sold Scotch linen in the territory as malefactors, whipping them, and making them give bonds that they would discontinue the traffic. This told seriously on the working population of Scotland, fi

It was calculated that from ten thousand to twelve thousand persons were employed in making linen goods for the English market. An appeal to the king, however, had the effect of removing the restrictions on the trade. In 1686, the first Parliament of James VII passed an "act for burying in Scots linen," the object of which was to encourage the linen manufacturers in the kingdom, and prevent the exportation of the moneys hereof by importing linen. It was enacted that "hereafter no corpse of any persons whatsoever shall be buried in any shirt, sheet, or anything else except in plain linen, or cloth of hards, made and spun within the kingdom, without lace or point." Heavy penalties were attached to breaches of the act, and it was made the duty of the parish minister to receive and record certificates of the fact that all bodies were buried as directed.

It would appear that the weavers, in order to increase their gains, had towards the end of the seventeenth century begun to make linen cloth of inferior quality, and Parliament interposed to put a stop to that practice. In 1693, an act was passed "anent the right making and measuring of cloth." It set forth that "the King and Queen's majesties, considering how much the execution of the good laws for the right making of linen cloth hath been hitherto neglected, to the prejudice of the lieges, and the loss of trade within this kingdom, do therefore, with advice and consent of the Estates of Parliament, ratifie, approve, and confirm all acts of Parliament made for the right making and improving of linen cloth." The act then proceeds to describe minutely how yarn is to be made up and sold, and how the cloth is to be woven and measured; and this in consideration of "how much the uniform working and measuring of linen cloth may raise the value thereof with natives and strangers, and render the trade more easy and acceptable to merchants." In order to afford protection against dishonest work, the act required "that the owner of all linen cloth made for export, before it be exposed to the first sale, shall be obliged to bring the same to a royal burgh where linen is in use to be sold, there to receive the public seal and stamp of the burgh, bearing the coat-of-arms of the burgh upon both the ends of ilk piece or half piece thereof, which shall be a sufficient proof of the just length and breadth, evenness of working, and the due and sufficient thickness and closeness thereof; and for that effect there shall be in each royal burgh where linen is in use to be sold, an honest man, well seen in the trade of linen cloth, appointed to keep the said seal for marking linen therewith." The fees to be charged by the stamp-master were also fixed by the act, and he was subject to penalties for neglect of duty. For the encouragement of all persons who should establish manufactories of linen cloth it was further "statute and ordained that all lint, flax, and linen yarn imported for the use of companies or manufactories, and all linen cloth exported by them, shall be free of custom duties or excise."

The linen manufacturers of Scotland derived great advantage from the union with England. The duties charged on goods exported to the sister kingdom were removed, and at the same time the colonies were opened to Scottish enterprise. A period of great industrial activity set in, and the quantity of linen goods produced was much increased. In 1710 upwards of one million five hundred thousand yards of linen cloth were produced. Ten years afterwards England alone took £200,000 worth of Scotch linen annually. A great stimulus was given to the trade by the establishment of the Board of Manufactures, in 1727. The fifteenth section of the treaty of union with England, signed in July, 1706, stipulated that "£2,000 per annum for the space of seven years shall be applied towards encouraging and promoting the manufacture of coarse wool within those shires which produce the wool;" and that "afterwards the same shall be wholly applied towards the encouraging and promoting of the fisheries and such other manufactures and improvements in Scotland as may most conduce to the general good of the United Kingdom; and it is agreed that her Majesty (Queen Anne) be empowered to appoint committees, who shall be accountable to the Parliament of Great Britain for imposing the said sum." No action was taken to fulfill the conditions of this clause of the treaty until 1727, when an act was passed for the appointment of twenty-one commissioners to take charge of the revenues and annuities allotted to the encouragement of manufactures and fisheries. By that time the money which was to be devoted to the improvement of the woollen manufactures had accumulated to the sum of £14,000; while £6,000 in addition was due for the other purposes referred to in the section of the treaty under notice. The interest on these sums, added to an annuity of £2,000, placed a considerable amount at the disposal of the "Board of Trustees for Manufactures," as the commissioners were designated, who laid before the King in council a triennial plan for the apportionment of the revenues. The first plan prepared was for the three years ending at Christmas, 1727, and provided for the expenditure of £6,000 yearly in the following proportions: For the herring fisheries, £2,650; for the linen trade, £2,650; and for mining and manufacturing coarse tarred wool, £700. The money allotted to the linen trade was divided as follows: Premiums for growing lint and hemp seed at 15s. per acre, £1,500; encouraging spinning schools for teaching children to spin lint and hemp, £150; prizes for housewives who shall make the best piece of linen cloth, £200; salaries to the general riding officers at £125 each, £250; salaries to forty lappers and stamp-masters, at £10 each, £400; expenses of prosecutions, £100; procuring models



of the best looms and other instruments, £50. It would appear from this that technical education is not such a new thing in this country as some persons suppose—the spinning schools referred to being places in which a technical knowledge of a certain branch of industry was imparted to young persons. The sum of £10 a year was allotted to the endowment of each seminary, of which sum the teacher or mistress received £4 1s. 8d. as salary; £4 1s. 8d. was devoted to the purchase of fourteen spinning-wheels, at 10d. each; 5s. to maintaining pirms, hands, &c.; and the balance, 13s. 4d., went to provide coal and candles for the session, which lasted from the 13th October to the 15th April. The spinning schools were chiefly located in the Highlands, as the trustees considered it highly desirable to create habits of industry in those regions, where indolence and poverty reigned supreme.

The board lost no time in taking steps for improving the quality of the linen made in Scotland, and we learn from their records that one of their first acts was to propose to Nicholas D'Assaville, cambric weaver, of St. Quintin, France, to bring over ten experienced weavers of cambric, with their families, to settle in this country and teach their art to others. The offer was accepted, and the board purchased from the governors of Heriot's Hospital five acres of ground in Broughton Loan, a suburb of Edinburgh, on which they built houses for the French weavers. The colony was named Little Picardy, and its site is now occupied by Picardy Place, which, with York Place, forms the eastward continuation of Queen street. The Frenchmen, we are told, were Protestants, and they commenced operations in 1729—the men to teach weaving, and their wives and daughters the spinning of cambric yarn. A man skilled in all the branches of the linen trade was at the same time brought from Ireland, and appointed to travel through the country and instruct the weavers and others in the best modes of making cloth.

It may be interesting to note a few facts contained in the minutes and annual reports of the board. In 1728 premiums were offered to persons who should construct bleach-fields. Several parties offered to make fields; and it was agreed that they should receive £50 for each acre of ground so laid out. Considerable sums were also paid for the introduction of improved modes or appliances for dressing flax. A dispute arose at Irvine, in 1732, as to the adjudication of the housewives' prize for making linen cloth, which, on reference to the board, was given to the wife of the minister of Dregthorn. At this time the linen manufacture was reported to be in a flourishing condition, and it went on steadily increasing till 1740. During the latter year the manufacture of coarse linens met with a serious check from the severe frost which prevailed in the winter season. The weavers of that class of goods were badly provided with houses, and were unable to work during the frosty weather. This, coupled with the high price of provisions, led to many of the men leaving their employment and enlisting in the army. In 1745, £50 was awarded to John Johnston for the invention of an ingenious method of throwing the shuttle in broad looms. In 1750 premiums for sowing flaxseed were discontinued owing to want of funds. An act of Parliament was passed in 1753 giving £3,000 per annum for nine years (in addition to £2,000 formerly granted) to the trustees, to be applied by them for encouraging and improving the manufacture of linen in the Highlands. No part of the said sum was to be applied for any other use than for instructing and inciting the inhabitants of that part of Scotland to raise, prepare, and spin flax and hemp, to be used in the manufacture of coarse linens, and to weave yarn there spun into such linen, and for providing the inhabitants with fit materials and utensils for that purpose. This was regarded as a judicious act, calculated to wean the turbulent Highlanders from their feudatory propensities, and to instill a spirit of industry among them. With a view to the proper administration of the fund the surveyor of the board made a tour of inspection to several districts of the Highlands, and the report he made on the condition and manners of the people excited much attention, as it revealed the existence of a state of matters little removed from barbarism. In 1775 the trustees reported that the cambric manufacture established in Edinburgh by foreign weavers had not succeeded, the prohibition against the importing and wearing of French cambric having increased smuggling, and thrown great quantities of French cambric into the country duty free. The trustees opened a linen hall in Edinburgh in 1766 for the reception and sale of goods; and for nearly five and twenty years the hall served its purpose of accommodating the trade. In 1790 a representation was made to the board to the effect that the manufacturers did not then consider the hall to be any advantage, and therefore it was closed. There were two hundred and fifty-two lint mills in Scotland in 1772, distributed as follows: Aberdeen, 7; Ayr, 22; Banff, 8; Caithness, 1; Dumfries, 1; Dumbarton, 16; Edinburgh, 2; Elgin, 3; Fife, 11; Forfar, 31; Haddington, 1; Kincardine, 2; Kinross, 5; Lanark, 31; Linlithgow, 4; Perth, 73; Renfrew, 3; Ross, 3; Stirling, 28. It was reported in 1773 that several new kinds of manufacture had been introduced—such as the making of gauzes and thread at Paisley; while the spinning of silk, wool, and cotton had been considerably extended. In 1787 a premium of £100 was awarded to Mr. Patrick Taylor, Edinburgh, for introducing into the country a mode of figuring linen floor-cloth. Many improvements in machinery, &c., are noted, and frequent mention is made of the introduction of the modes or appliances used in other countries. In 1790 a great step in advance was made by Messrs. James Ivory & Co

ted at Brighton Kinnettles, Forfarshire, a mill for spinning yarn by machinery ; water-power. The trustees resolved to reward the enterprise of the firm by ; to them a premium of £300; but, in consequence of some matter affecting it, they subsequently withdrew the award. In the same year the trustees purchased rights of the foreign weavers in Little Picardy. The weavers had necessary, on account of the cambric trade not succeeding, to apply themselves occupations. By the close of the century the spinning schools would appear accomplished their purpose for which they had been originated, as we find that in 1800 the board refused an application from Sir John Sturges to have spinning established in Caithness, the grounds of refusal being that spinning was then so known and so easily acquired as to render schools for teaching it no longer necessary. The awards of the board were not always made in the strict spirit of their intention, as in 1802 they gave ten guineas to a man in Ayr "for his ingenuity and in weaving with a woollen arm and hand." The premiums offered to the linen in 1807 were for the best and second best raven-duck, shirting, diaper, huckaback, &c. There were eleven prizes in all, and five of the successful competitors to East Wemyss, three to Dunfermline, two to Edinburgh, and one to Culross. In 1821 it is reported that the crop of flax had decreased very much owing to the low rent. In 1822 the King approved of £15,000 being expended on building offices at the north end of the Mound, Edinburgh. The building, now called the Linen Institution, was completed in 1828, at a cost of £20,424. The abolition, in 1824, of the law relating to the stamping of linen in Scotland, curtailed the functions of the board. The manufacturers had frequently urged the injurious effect of the operation, and were ultimately successful, as stated, in having all legislative restrictions with the trade abolished.

It is preserved of the quantity and value of linen cloth stamped in each year within the jurisdiction of the board of manufacturers extended to the trade. Beginning with the year 1728, we give the figures relating to every tenth year up as well as those for the four last years in which the stamp-laws were in

Years.	No. of yards.	Estimated value.		
		£.	s.	d.
1728	2,183,978	103,312	9	3
1738	4,666,011	185,026	11	9
1748	7,353,098	293,864	12	11
1758	10,624,435	424,141	10	7
1768	11,795,437	509,609	4	2
1778	13,264,404	502,053	5	4½
1788	20,506,310½	854,900	16	2½
1798	21,297,059	850,400	9	9
1808	19,390,497	1,014,629	18	4
1818	37,263,100½	1,253,528	8	0½
1828	29,334,428½	1,157,923	4	11
1838	26,259,011½	1,038,708	18	5
1848	30,473,461½	1,232,038	15	4½
1858	36,268,530½	1,396,295	19	11½

These figures show the development of the trade under the encouraging influence afforded to it; but the credit does not lie altogether with the board of manufacturers.

The British Linen Company, incorporated at Edinburgh in 1746, did much in advancing money to the manufacturers and helping them to dispose of their goods. The company originated with the Duke of Argyle and other noblemen and gentlemen, who, finding that the linen manufacturers were frequently placed in a position of difficulty by the fluctuations of the market for their goods, and that sales had to be made under value in order to raise money to meet pressing engagements, resolved to form a company for trading in all branches of the manufacture. With a capital of £100,000, the subscribers of which were actuated solely by patriotic feelings, the company imported flax, linseed, and potashes, which they sold on credit to persons, afterward buying at a fair price the yarns and linens made from the flax supplied in this way. The company had warehouses in Edinburgh and Glasgow in which they stored their purchases, and then disposed of them by exportation to foreign markets. After a time the company came to think that they could best promote the linen trade of industry to which their attention was specially devoted by advancing money to the manufacturers, and allowing them to prosecute the trade on their own account, free from the competition of an incorporated body. The company accordingly suspended its operations as dealers in linen, and adopted banking as their sole business. In the latter connection the incorporation still exists, retaining its original designation, "The British Linen Company."

We learn from Mr. Warden's book that, for several years after the repeal of the ancient stamping linen, a system of inspection was in operation; but it was entirely voluntary. The inspectors, in most cases, were the same persons who had acted as stampers under the act, and so were generally well qualified for the work. Manufacturers either took their cloth to the inspector, or, as was more commonly the case, got the inspector to go to their factories. If the inspector was satisfied with the quality of the cloth, he stamped it with his own name. Such a system was liable to abuse, however, and the stamps of the inspector soon lost whatever value they had. Merchants became better acquainted with the quality of the goods they bought, and were content to deal according to their own judgment, without the intervention of inspectors.

DOMESTIC CHARACTER OF THE LINEN MANUFACTURE IN ITS EARLY DAYS—A LORD PROVOST'S SUGGESTIONS FOR EXTENDING THE TRADE—VICISSITUDES OF THE TRADE IN THE RURAL DISTRICTS.

It would appear that linen was an article available in making payments of rent in kind; for the rental lists of the Marquis of Huntley show that in May, 1600, the payments of that description included nine hundred and ninety ells of linen. Dressing and spinning lint was an important part of the domestic duties of the wives of farmers and cotters in those days. In an account of a tour in the Highlands of Scotland, made by an Englishman in 1618, it is stated that "the houses of the gentry are like castles, and the master of the house's beaver is his blue bonnet; he will wear no shirts but of the flax that grows on his own ground, or of his wife's, daughters', or servants' spinning; his hose, stockings, and jerkins are made of his own sheep's wool." Sixty years later another visitor wrote: "But that which employs great part of their land is hemp, of which they have mighty burdens, and on which they bestow much care and pains to dress and prepare it for making linen, the most noted and beneficial manufacture of the kingdom." A third visitor, who came in 1725, wrote as follows: "Many of the Scotch ladies are good housewives, and many gentlemen of good estate are not ashamed to wear the clothes of their wives' and servants' spinning." Among some notes of the manners and customs of the people of Scotland, written by a lady who was born in 1714, is the following: "Linens being everywhere made at home, the spinning executed by the servants during the long winter evenings, and the weaving by the village webster, there was a general abundance of napery and underclothing. Every woman made her web and bleached it herself, and the price never rose higher than two shillings a yard, and with this cloth almost every one was clothed. The young men, who were at this time growing more nice, got theirs from Holland for shirts; but the old ones were satisfied with necks and sleeves of the fine, which were put on loose above the country cloth. Table linens were renewed every day in gentlemen's families, and table napkins were always used. A few years after this weavers were brought from Holland, and manufactories for linen established in the west. Holland, being about 6s. an ell, was worn only by men of refinement. I remember, in the year '30 or '31, of a ball, where it was agreed that the company should be dressed in nothing but what was manufactured in the country. My sisters were as well dressed as any, and their gowns were striped linen at 2s. 6d. per yard. Their head-dresses and ruffles were of Paisley muslins, at 4s. 6d., with four-penny edging from Hamilton—all of them the finest that could be had. At this time hoops were constantly worn four and a half yards wide." As further illustrating the domestic character of the linen manufacture at that time we transcribe the following sentences from two letters, dated Edinburgh, 6th November, 1730, and 11th February, 1731, respectively, and addressed to his niece in the country by a gallant captain of the "Royal Grey Dragoons," (Scots Greys:) "I wrote to you last week, but I feinde by yours that you have not received mine. It was to informe you what the weaver said about your yarn. You may have about 17 or 18 napkins, but my wife had forgote if it was all to be made into napkins, or if you were to have a table cloath and as many napkins moar as the yarn would make. 2 spainell moar of the same yarn would make a table cloath and 12 napkins; [your] yarn was just 8 spainell wanting 2 hare, and weights 5 pounds and three-quarters." \* \* \* "Your webe is come from the websters, and your ante wants to know if you are to have it whittened, or if you will have it bleached heier. Theier is 18 napkins, and, as for a table cloath, it was impossible to get one made, for the setting up of a loom for that breadth would coast betwixt three and four pounds."

In one of the articles on the woolen trade we quoted from a small work published in 1733, entitled "The Interest of Scotland Considered." We did not then know who the author was, but ventured to observe that he was evidently a man of ability and shrewdness; an opinion which is verified by the fact, since ascertained, that the writer was Mr. Patrick Lindsay, who, when he wrote, held the office of lord provost. With reference to the linen trade, which was then regarded as our staple, Mr. Lindsay expressed himself strongly on the "woeful neglect" with which it was treated; and he

stions for remedying a state of matters so undesirable. The following explain some of his views :

“ spare and idle hands were employed in the linen, and thereby enabled to ably by their own labor, and to bring in a little wealth to the country, the t of our other manufactures might be safely left to themselves; for it is erest to be served with several kinds of goods from England, so long as ight cheaper in England and our linen sells to advantage there, than to be in any branch of business which we cannot export; and in this our great-es. Many of our young joiners and other young tradesmen go now and plantations for want of suitable encouragement at home. Were all these ury tradesmen bred to be linen weavers, how much might this valuable e be increased by employing in it so many more hands. As manufacture teem, men of fortune thought it beneath them to breed their children to of that sort; and therefore, since war ceased to be our chief trade, the of law, physie, the business of a foreign merchant and shopkeeper, reckoned able employments for persons of birth and fortune, have been greatly over-veral young men, bred to no business, pretend to turn merchants, and in the smuggling way, and thereby do great hurt to the fair trader and try, and in the event ruin (for the most part) themselves. After the rev-y churches continued vacant for several years, and young men were no fied for the ministry than they were sure of a settlement; and even too dmitted (to the discredit of the profession) before they were so well quali-the dignity of the office requires. Our church livings are but small, and w people of rank, or any condition, educate their sons for clergymen; se many vacancies were a great temptation and an encouragement to people k to follow that profession. One bad effect of this way of supplying vacant the public is, that as these clergymen have nothing but their stipends to n, unless they are frugal beyond measure, and parsimonious to a fault, if ives and children, these must be left indigent, as burdens upon the public. is now much altered as to vacancies, for at present we are so overstocked clergymen that one-half of the probationers who are now candidates for g of churches as they fall vacant can never in reason hope to be provided ublic suffers greatly under this heavy burden of so many idle and useless of all professions, an unemployed clergyman is the most helpless and use- of society. \* \* \* Thus it is evident that every profession and every t the linen) is, and is very liable to be, overstocked in numbers; but the if duly improved, is sufficient to employ all our supernumerary hands, and e overstocked. \* \* \*

The linen manufacture may be brought to as great value as any other business now carried on in Britain, except the woollen; oy near as many hands as the woollen does. And the linen trade of the s great consequence to the nation in general as the woollen in the south, deserves the same care, countenance, and encouragement from the public.”

Board of Trustees for Manufactures began operations, in 1727, the manufac- n was carried on in twenty-five counties of Scotland, the quantities pro- ch varying from sixty-five yards (valued at £3 7s.) in Wigtownshire, to ds (valued at £13,989 10s.) in Forfarshire. Perth, Fife, and Lanark came r. Subsequently, linen was made in all the counties except Peebles. For- t the lead all through, and still occupies the foremost place. In 1822—the which the stamp laws were in force, and, consequently, the last respecting ccurate statistics exist—the chief seats of the trade and the quantities of ed were as follows: Forfarshire, 22,629,553½ yards; Fifeshire, 7,923,388½ deenshire, 2,500,403½ yards; Perthshire, 1,605,321 yards; Kincardineshire, ls; Inverness-shire, 318,465 yards; Cromarty, 297,754 yards; Edinburgh, s. During the past thirty or forty years the manufacture of linen has died towns and villages in which it at one time formed the chief branch of d has been drawn together into Forfarshire, Fife, and Perthshire.

acing the rise and progress of the trade in the localities in which it has trated, we shall note a few facts, drawn chiefly from the “Statistical Scotland,” which will show how the manufacture was dispersed over the enty or eighty years ago, how the people of some districts failed to take it in how it grew and flourished for many years in certain towns in which it is rn. Beginning with the “far north,” we find that about the year 1790 an e made to introduce the linen manufacture into Shetland, but without suc- e people could purchase linen cheaper than they could make it, they did not to the new industry; and, besides, their habits and constitutions would ve been ill-suited to the vocation; for it is said that “the fair sex were so to roam about the rocks that they could not apply themselves with dili- manufacturing business, and the constant sitting was said to have brought l disorders.” In Orkney the case was different. The making of linen yarn rown flax was introduced in 1747, and in course of time the trade spread



over nearly all the islands. The yarn made acquired a good name in the southern markets, and from 1750 till 1785 about two hundred and fifty thousand spindles were exported annually. After that time the trade gradually declined, and it was abandoned about the close of the century. Weaving was introduced at the same time as spinning, but it never attained much importance. The greatest quantity stamped in any year was under thirty thousand yards. The cloth was sold in Edinburgh, Glasgow, and Newcastle, at an average price of 11*d.* a yard. The chief cause of the decline of the trade was the low price paid by the country agents for spinning and weaving. It is said that latterly the most expert spinners could not earn more than two pence a day. The substitution of linen underclothing for the home-made woollen shirts and vests was alleged to have seriously affected the health of the people, colds and rheumatism having become much more common among them. Before the sea fishing received more attention from the inhabitants of Caithness, and before the now famous pavement quarries of that country were opened up, the making of linen cloth and other domestic industries were carried on by the people, but chiefly to supply their own wants. The farmers grew small patches of flax, which supplied the raw material; and in course of time quantities of dressed flax were imported. At Thurso, a large number of persons were employed towards the end of last century in spinning flax for the south country merchants. The custom-house books show that in 1794 and the two following years 253,749 pounds of dressed flax were brought to Thurso, which would produce 152,342 spindles of yarn. The spinners were paid at the rate of 1*s.* and the agent 2*d.* a spindle. From this it would appear that, in the three years mentioned, the total sum paid for spinning, &c., was £9,294; no inconsiderable amount to be set loose in those days in a poor district of the country. About the same time the spinning of linen yarn from flax imported from the Baltic was carried on in Sutherlandshire, but on a very small scale. Some linen cloth was also woven for home use, and occasionally, when the supply exceeded the demand, a few hundred yards were stamped for sale. In Ross-shire flax and hemp were at one time cultivated. The flax was dressed, spun, and woven to an extent which sufficed for local requirements, and about £500 worth of cloth was exported annually. The hemp was converted into canvas and cordage for the fishing-boats of Avoch and the neighborhood. Though the trade is now extinct in Cromarty, as well as in the counties mentioned above, it would appear from the stamp-master's returns that the inhabitants were at one time pretty extensively engaged in making linen goods. In 1758, about 7,950 yards were stamped; but during the thirty years following there was a considerable falling off, followed, however, by a somewhat sudden and extensive revival. Thus, while the number of yards stamped in 1778 was 4,6564, valued at £186 8*s.*, in 1822 the figures were—yards stamped, 297,754; value, £13,461, 17*s.* At Inverness—a town which possesses great natural advantages for carrying on manufactures, though these have been very little taken advantage of—a large hemp factory was established in 1765, and for some time was so prosperous as to employ one thousand hands. The hemp was brought from the Baltic, and was chiefly converted into sacking and tarpauling cloth, a considerable portion of which was sent to the West Indies to be used in covering bales of cotton. The factory is still in existence, though the business done is not so extensive as it once was. About the year 1780 an enterprising company began the manufacture of linen thread, and for a number of years remarkable success rewarded their efforts. They gave employment to ten thousand persons throughout the county, most of whom worked in their own homes, their labors being superintended by district agents, of whom there were nineteen. The wages earned ranged from 1*s.* to 12*s.* a week. The flax was obtained from the Baltic ports; and when the thread was finished it was forwarded to London, and thence dispersed over the world. The trade was taken up in some other towns, the social and commercial circumstances of which were more favorable to its prosecution; and many years ago Inverness retired from competition with them. In the first year following the passing of the stamp act, 10,696 yards of linen were stamped for sale in Inverness-shire, and the quantity made increased gradually, until in 1822 it reached 318,465 yards. From that time the trade declined steadily until it left the county altogether. Nairnshire also figured in the stampers' returns, but to a limited extent, and for a brief period. In the parishes of Elgin and Forres, in Morayshire, flax was grown at a very early date, and in the former it appears that teind was paid on lint in the twelfth century. About 1790 a large number of persons were engaged in spinning flax for the southern markets, and about fifty thousand yards of linen cloth were produced annually. A like quantity of cloth was made in Banffshire; but, in addition, nearly five thousand persons were employed in the parish of Banff in making linen thread, in which about three thousand five hundred bales of Dutch flax were used every year, while the value of the manufactured article was £50,000. The thread was sold in Nottingham and Leicester, where it was used in making lace, &c. Competition in various quarters spoiled the trade, and the people took to other kinds of work. In 1748 the Earl of Findlater introduced the linen manufacture into the parish of Cullen. At that time the Earl was president of the board of manufactures, and the mode in which he carried out his object is thus recorded: "The earl took to Cullen two or three young men, sons of gentlemen in

who had been regularly bred to the business, and who had some patrimony. To encourage them to settle so far north, he gave them £600 for seven years, to be then repaid by yearly instalments, free of interest during the term of the loan. He also built weaving shops and furnished every accommodation at reasonable rates. From his position at the linen board, he obtained for the manufacturers premiums of looms, heckles, reels, and spinning-wheels, with a salary for a spinning mistress. So good a scheme and so great encouragement led to success, and in a few years the manufacture was established to the north. All the young people were engaged in the business, and even the old people found employment in various ways in the manufacture, which prospered for half a century. But Cullen could not escape the influences at work in other quarters, and the linen trade died and became extinct in the early years of this century. The parishes of Fordyce shared in the prosperity which attended the linen trade, but were unable to retain it as their neighbors.

It came into a district of the country in which the trade has survived to some extent under circumstances which led to its extinction in the counties further north. It was early engaged in the manufacture of linen yarn and cloth. About 1755, the board of manufactures sent a spinning mistress to Aberdeen, at the same time persons who desired to provide employment for the working population were readily found among the wives and daughters of mechanics and they soon turned out yarn at the rate of one hundred thousand spindles a year, for which they were paid in the aggregate about £5,000. The manufacture of white linen thread was subsequently begun, and was carried to great perfection. The thread manufacture employed six hundred men, who earned from 5s. to 12s. a week; a thousand women, 5s. to 6s.; and one hundred boys, 1s. 8d. to 2s. 6d. At the same time upwards of ten thousand women were employed in other parts of the county in making the thread. Several large manufactories for spinning flax yarn were established on the Don, near old Aberdeen, about seventy years ago, and for many years the trade continued in a flourishing condition. The present state of the linen manufacture in Aberdeen will be noticed further on. At Huntley the dressing and making of linen cloth was carried on for many years, during the best of which the value of the goods produced was about £25,000 annually. Peterhead did a considerable business in the manufacture of thread. In 1794 there were fifty-two twist mills at which the yarn spun by women in their own homes was made into thread; about twelve hundred persons were employed in the various departments of the manufacture. Linen yarn and cloth was made in several other parts of Aberdeen-shire. The quantity of linen cloth stamped in the county in 1758 was 103,109 yards, and in any year prior to 1790 did not rise much above those figures; but, in 1790, a great advance was made, and the quantity stamped in 1822 was 2,500,403 yards. Aberdeen-shire claims to be the first county in Scotland in which flax-machinery was established. In 1787 a mill for spinning linen yarn was erected at the Haughs of Bervie, by Messrs. Sim and Thom, who obtained a license to be the inventors of the machinery at Darlington. The mill is still in operation, and the original machinery has given place to more modern contrivances. At Auchinblae, in the same county, the linen manufacture still survives, but on a smaller scale than formerly; 632,896 yards of linen were stamped in the year 1822.

The history of the linen trade in the counties of Forfar, Fife, and Perth, in which a large branch of industry is now almost entirely concentrated, will be dealt with separately in the chapters devoted to the present condition of the linen manufactures of the country. The quantity of linen cloth made in Kinross-shire from 1780 till 1790 was 118,434 yards, valued at £4,500. This does not include what was made for home consumption. In 1780 there were three hundred and four hundred looms were employed in the trade. The yarn was made by women, chiefly from flax raised in the county. In 1811 a period of depression was experienced throughout the country; and the gentlemen of Kinross-shire, in order to ameliorate the condition of the working population, subscribed £4,000, to purchase on their own account and risk cotton and linen yarn, which they gave to the weavers to be made into cloth. The result did not come up to the expectations which had been formed of the scheme, as the market was overstocked, and the yarn was sold at a low price, and the cloth was sold at a losing price, the acceptance of which was, of course, to the disadvantage of the interests of the regular manufacturers. In 1756 the weavers of Aberdeen formed a trade union, the members of which made themselves subject to strict regulations as to work and recreation. In order to induce all in the trade to become members, an act was enacted that "none of the weavers already incorporated, or that may hereafter be incorporated, shall, without the consent of the whole or greater part of the members, have any correspondence with non-subscribing weavers in the way of borrowing any of the utensils of their craft, under pain of incurring such penalties as the incorporated members shall inflict." Small annual payments were made by the members, but breaches of the rules were punished by the infliction of heavy fines. It is usual, on occasions of public rejoicings or fairs, for the president of the

society to issue an order enjoining the members to conduct themselves with decorum and sobriety, and to go to their homes at an early hour, under pain of dismissal from the society. The co-operative principle was adopted by the members for maintaining the funds of their union. The records of the society show that sums were advanced to members for the purchase of yarn, which, when made into cloth, was sold; and whatever profit remained after the cost of the yarn and the labor of the weaver was paid, was returned to the treasurer of the society. The linen trade was several times started in Clackmannanshire, but it does not appear to have attained a sound footing at any period. About the year 1748, the Duke of Argyle introduced the manufacture at Inverary, but it prospered only for a short time. The people of Buteshire also gave it a trial, but without success. In Stirlingshire, from thirty to forty thousand yards of linen were made annually about the beginning of this century, but for many years past no one in the county has engaged in the manufacture. Dumbartonshire produced 310,827 yards of linen cloth in 1758, but after that year the trade declined, until, in 1822, only 11,331 yards were made, and the industry is now extinct. A small quantity of linen was produced in Linlithgow. Mid Lothian long stood high in the trade, which was chiefly concentrated in Edinburgh, as many as one thousand five hundred looms being employed on linens in the city. The manufacturers were famous for making the finest damask table-linen, and linen in the Dutch manner equal to any that came from Holland. So early as 1698 there is mention of a bleach-work having been established at Corstorphine. The following figures show the quantity and value of the linen cloth stamped in the county in the years named: 1728, 747 yards, valued at £198 17s.; 1738, 18,988 yards, £2,986 11s. 9d.; 1748, 236,954 yards, £9,616 18s. 10d.; 1758, 712,719 yards, £36,132 16s. 10d.; 1768, 389,962 yards, £32,191 17s. 6d.; 1778, 178,290 yards, £22,674 16s. 2d.; 1788, 244,710 yards, £36,338 1s. 2d.; 1822, 129,709 yards, £22,287 18s. The price of the cloth made in Edinburgh was always high, on account of the fineness of the quality. While the average price over Scotland was about tenpence a yard, the price of the Edinburgh linen ranged from 2s. 6d. to 2s. 11½d. We have already mentioned the establishment of a colony of French weavers at Edinburgh; and we need scarcely state that the making of linen goods has long ceased to rank among the industries of the city. Salton, in Haddingtonshire, is noted as having been the first place in Britain in which the weaving of linen cloth known as "hollands" was established, and the first in which a bleach-field of the British Linen Company was formed. In the beginning of the last century, the Lady of Fletcher, of Salton, animated by a desire to increase the manufactures of the country, traveled in Holland with two expert mechanics in the habit of servants. Her rank procured her access, with her supposed domestics, to the manufactories; and by frequent visits the secrets of operations were discovered, and models of the various works were made by the disguised artisans. The parish in this way became acquainted with two valuable processes of manufacturing—the making of pot barley, and the weaving of "hollands;" and for several years it supplied the whole of Scotland with these articles. In Lanarkshire we find that linen was manufactured on an extensive scale at Glasgow and East and West Monkland. The trade was established at Glasgow in 1725, and for a long period formed the staple industry of the city. Nearly three thousand looms were in 1780 employed on linen fabrics in the Barony parish alone. Ten years later, however, cotton had almost entirely superseded flax, and the weavers were mostly occupied in making muslins. At present about a dozen firms are engaged in the manufacture of flax. In 1728 upwards of 272,000 yards of linen were stamped in Lanarkshire; twenty years later the quantity was 1,191,982 yards; in 1768 it was 1,994,906 yards; but in 1822, only 228,692 yards were submitted to the stamp-master. The cotton trade had become the staple of the west, and linen was neglected. Large quantities of linen cloth were made in Renfrewshire. The highest figures are those for the year 1778, when 1,467,935 yards were stamped in the county, being chiefly made in Paisley, where also a large number of persons were engaged in making white sewing thread. The art of making this thread was introduced into the neighborhood from Holland in 1725, and was carried on for a long time in the family of a lady, who first learned the secret, and began the trade. The linen manufacture of Paisley gave way before the introduction of cotton, and was long ago abandoned. Ayr shared in the profits of the linen trade in its early days, but long ago the people took to other pursuits. Kirkcudbright and Wigtown made a small show in the returns, and Roxburgh and Berwick produced from thirty thousand to sixty thousand yards annually. Melrose was famous for its "land linens" from an early date, and the weavers received many orders from London and the continent; but the trade began to decline about the year 1770, and never rallied. Linen was a commodity in which a great business was done at St. Boswell's fair, held in the parish of that name; but for many years past none has been offered, as the trade has died out in the district.

#### RISE AND PROGRESS OF THE LINEN TRADE IN FORFARSHIRE, FIFESHIRE, AND PERT SHIRE.

Of one hundred and ninety-seven flax, hemp, and jute factories ascertained to in existence in Scotland in September, last year, one hundred and seventy-six were

the counties of Forfar, Fife, and Perth. This concentration of the trade has, already shown, taken place in comparatively recent years, and the causes are difficult to discover. The human hand, aided only by the rude appliances of former times, can ill compete with modern machinery impelled by steam; and those located in places where circumstances were adverse to the introduction of the new agent, naturally found it impossible to succeed in a competition with those advantageously situated. Hence the spinners and weavers of linen in the rural districts had to relinquish their wheels and looms, and follow the trade to the manufacturing centers, or seek new kinds of employment. The change caused much suffering and broke up many homes. Not a few of the weavers had been able, in the prosperous days of the trade in the rural districts, to acquire little freeholds, on which they lived with their families in the midst of happiness and contentment; and on the day when the failing of occupation compelled the sons and daughters to leave the parental roof and go, it might be, many miles away to find a market for their labor. In the long run the change has been advantageous to a much greater number of persons than those who suffered by it, and now its effects are almost entirely forgotten, if not forgotten.

Following with the trade as it at present exists, we shall take the figures and classifications adopted by Mr. Warden in the subjoined table of statistics relating to the linen and hemp factories in Scotland in September, 1867; and on this industry we shall find much of the information in this article:

Districts.	No. of works	No. of horse-power.	No. of spindles.	Power looms.	Persons employed.
FORFARSHIRE.					
.....	72	5,822	202,466	7,992	35,310
.....	18	892	36,732	830	4,941
.....	6	495	33,966	122	2,483
.....	6	232	.....	1,401	1,865
.....	4	190	5,400	539	1,322
.....	2	84	.....	445	650
.....	108	7,715	278,564	11,329	46,571
FIFESHIRE.					
.....	18	909	28,670	1,612	3,887
.....	5	410	1,100	1,858	2,410
.....	9	856	32,350	252	3,044
.....	16	444	10,478	1,271	2,038
.....	3	72	2,000	245	200
.....	51	2,691	74,658	5,038	11,579
PERTHSHIRE.					
.....	9	562	18,296	393	2,050
.....	3	62	1,268	224	467
.....	2	42	.....	178	315
.....	3	181	1,500	553	908
.....	17	847	21,064	1,348	3,740
GENERAL ABSTRACT.					
.....	108	7,715	278,564	11,329	46,571
.....	51	2,691	74,658	5,038	11,579
.....	17	847	21,064	1,348	3,740
.....	5	74	2,818	.....	120
.....	1	785	16,814	428	2,175
.....	182	12,112	393,918	18,143	64,185
of Scotland.....	15	2,840	93,661	1,774	13,010
Total.....	197	14,952	487,579	19,917	77,195

As seen from the above figures that in Forfarshire is located considerably one-half of the entire linen trade of Scotland. Putting Dundee aside for a moment and taking no notice afterwards, Arbroath claims first attention. Though the conversion of flax into cloth was practiced on the banks of the Brothock for a number of years, it was not until about the year 1738 that the trade began to assume



any importance. The first impulse to the manufacture arose from one of the Arbroath weavers accidentally discovering the mode of making the variety of linen cloth called Osnaburg, after the place in Germany where it was first made, and from which it was imported. The man had worked up a quantity of flax, which was unsuited for the kind of cloth then in demand in the home market, and on taking his web to a merchant offered to give him a bargain of it. The merchant recognized the similarity between the web the weaver was disposed to look upon as almost unsalable and the Osnaburg cloth, and not only purchased the piece, but gave an order for some similar webs. The weaver reluctantly accepted the order, little dreaming what a fortunate discovery he had made. Before many months had elapsed, a large number of weavers in the town and neighborhood were engaged in the production of Osnaburgs, and thus was laid the foundation of the almost uninterrupted prosperity which the linen manufacturers of Arbroath have enjoyed. Soon after the discovery was made, a number of gentlemen of property in the town formed themselves into a company for the manufacture of Osnaburgs and other brown linens. They obtained the best machinery that was then known in the trade, and, by devoting great care to the manufacture, they succeeded in producing a better quality of goods of the kind than was made elsewhere, and the brown linens of Arbroath became famous in the markets at home and abroad. So great did the demand for them become, that most of the weavers in the county, and many beyond it, devoted themselves to making brown goods. In the year 1792 the quantity of Osnaburgs and brown linen stamped in Arbroath was 1,055,303 yards, of the value of £39,660. At that time nearly five hundred weavers were engaged in making sail-cloth, whose productions were nearly equal in value to the other linens. In 1740 the manufacture of linen thread was introduced into the district; and, after a run of prosperity extending over nearly half a century, rapidly declined, and became extinct about seventy years ago. Machines for spinning flax had been invented about 1790, but were not brought to any degree of perfection until a number of years afterwards. In 1807 or 1808 a portion of the Inch Flour Mill at Arbroath was devoted to giving the spinning machinery a careful trial. The efficiency of the machines having been established, the flour grinding gear was cleared out, and the entire mill converted into a flax-spinning factory. Subsequently additions were made, and the mill is still in operation. The experiments at the Inch Mill were watched with much interest; and when their entire success was demonstrated, a change came over the trade, and the erection of factories was proceeded with rapidly. A period of extraordinary prosperity set in about 1820, and continued for five years. What followed is thus recorded by Mr. Warden: "During this halcyon era were erected many spinning and other works of an extent greatly beyond the means of the proprietors, and very much beyond the legitimate requirements of the trade. There was then a plethora of banks in the town, and in their competition for business unwarrantable facilities were afforded to men without capital, and many of them without experience or judgment. The natural consequence followed, when, in the beginning of the year 1826, (a year memorable in the annals of the trade for that dire calamity which then burst upon the commercial world,) the manufactures of the place were all but unsalable, money became scarce, credit failed, and almost the whole manufacturing community, adventurer and honorable merchant alike, were engulfed in one common ruin. Almost every mill and factory was silent, distress prevailed throughout the town, and it was some time before Arbroath became its former self again." In 1832 there were sixteen spinning mills in Arbroath and its immediate neighborhood; but these were not so extensive as those at present in operation. The rates of wages then current were: Men, from 10s. to 15s. a week; women, 4s. 6d. to 5s. 3d.; boys and girls, 3s. 3d. to 3s. 6d. Ten years later the quantity of flax spun annually in Arbroath was about seven thousand tons, and the value of the yarn £300,000. There were then employed 732 linen weavers, of whom a third were women, and 450 canvas weavers, of whom about a fifth were women. In 1851 eighteen firms were engaged in the staple trade of the town. The horse-power of their engines was five hundred and thirty; the number of spindles, 30,342; power-looms, 206; persons employed, 4,620. The above table shows, by comparison with these figures, that during the past seventeen years the trade has not increased much, but it has been maintained in a healthy state. The quantity of canvas made in Arbroath annually is about 500,000 pieces.

In the early years of last century an annual market for linen yarn was held at Montrose, and thither manufacturers from the adjoining counties repaired to dispose of their goods. The making of sail-cloth was the first manufacture of any consequence established in the town. It was begun in 1745 by a company, whose success induced others to embark in the trade. The result was that it was overdone, and canvas-weaving became almost extinct. Pennant states that, when he visited the town in 1776, considerable business was being done in the manufacture of sail-cloth, fine linen, lawn and cambric. He adds that "the men pride themselves in the beauty of their linen both wearing and household, and with great reason, as it is the effect of the skill and industry of their spouses, who fully emulate the character of the good wife so admirably described by the wisest of men." In 1815 the board of manufactures presented

to the Dowager Lady Ramsay, of Balmain, as an acknowledgment of what she had made to introduce lace-making into Scotland, and at the same time voted £30 per annum for three years to support a lace school at Montrose. Manufacturers of the district readily adopted the machinery which had been introduced for spinning, and the first factory was built in 1805. In 1834 there were four factories in the town, all of which were worked by steam-power. Besides these, there were three factories on the North Esk, owned by Montrose firms, and propelled by water. The aggregate spinning powers were equal to the production of 1,157,093 yards of yarn annually. Some of the yarn was woven in the town and district, but part was sold to manufacturers in other towns, or exported. The quantity of other fabrics made in the town and neighborhood was then about fifty thousand pieces. Though the factories have not increased in number since 1834, the power of all has been increased. About fifty thousand tons of flax, tow, and waste are consumed annually. In addition to the persons engaged in the factories, a large number of hand-loom weavers are employed. The chief characteristic of the trade in this district is its steadiness, resulting from the caution of the manufacturers.

The people of Forfar took up the linen trade, they devoted their chief attention to it, and to that they have adhered throughout, obtaining their yarns from the same sources which, like Montrose, are for the most part engaged in spinning. In 1792 the weaving trade was in a flourishing state in Forfar. The principal kind of cloth was Osnaburg, and from fifteen shillings to twenty shillings was paid for a piece one hundred and twenty yards in length, which occupied a man eight weeks according to his ability and industry. In the early years of this century, the quantity of linen stamped in Forfar annually was about 1,800,000 yards; and from the abolition of the stamp laws in 1822, it was over 2,600,000 yards. Five-and-a-half years ago three thousand hand-loom weavers were engaged in weaving coarse cloth, of which about two thousand pieces were produced weekly; and the value of the produce would not be less than £250,000. Since that time the trade has increased considerably. The manufacturers, having found that they could not compete in the markets unless they followed the example of other places and adopted power-loom, have introduced that machine; and the hand-loom, of which nearly 10,000 were in use a few years ago, are being gradually discarded. Upwards of £100,000 are spent annually in wages among the linen workers of the Forfar district. The cloths made are chiefly of the brown kind; and the manufacturers have long been celebrated for the uniform and sterling quality of their goods.

In the parish of Brechin, flax was cultivated at an early date; and after the manufacture of Osnaburgs became established in the county, the people paid increased attention to the cultivation of the fiber, and also to working it up into cloth. The quantity of cloth stamped at Brechin in the beginning of last century was upwards of five hundred thousand yards a year, and in 1818 it reached seven hundred and fifty thousand yards. The number of persons employed in the trade at present is less than it was fifty years ago; but the production is vastly greater, owing to the extensive introduction of improved machinery. The premises of the East Mill Company are very extensive, and it is worthy of mention that the nucleus of the establishment was the first mill erected in Brechin. Though the original building was considered a very extensive concern in its day, its bulk is insignificant in comparison with the buildings that have from time to time been made. Up till a few years ago all the weaving in Brechin was done by hand; but now there are three power-loom factories in the town. There are two extensive bleach-fields in the town, capable of bleaching five hundred thousand tons of yarn a year. The principal fabrics made in the town are shirtings, dowlas, and similar goods.

Forfar, another Forfarshire town, which has retained its connection with the linen trade through all its changes, is in the singular position of doing a large and prosperous trade by means of the hand-loom alone. In 1805, and the two years following, the quantity of linen stamped in Kirriemuir averaged 2,226,200 yards annually; and it was calculated that the rate of production had increased to 6,760,000 yards annually; and at present it cannot be less than nine million yards. About four thousand persons are employed, of whom more than one-half are weavers. The manufacturers are disposed to erect power-loom factories; but hitherto they have been unsuccessful in finding suitable sites. In the local history of the town the name of David Sands, an extraordinary ingenuity, who lived about the year 1760, is mentioned. He invented a mode of weaving double cloth for the use of staymakers, and subsequently succeeded in weaving and finishing in the loom three shirts without seam. One of these he sent to the King, one to the Duke of Athole, and the third to the board of magistrates.

In other quarters in Forfarshire, spinning, bleaching, and weaving linen are carried on chiefly for manufactures in the towns mentioned above.

At the figures relating to Fifeshire, we find that, while the number of factories in that county is close upon half the number in Forfarshire, the persons employed are in a very different proportion, indicating that the factories of Forfar are, on

the average, more extensive than those of Fife. It will also be observed that, in proportion to the spinning power, the number of power-loom at work in Fife is greater than in Forfar—the number of spindles to each loom in the former being about fifteen, while in the latter it is nearly twenty-five. Kirkcaldy is the chief seat of the trade in Fife, and possesses some fine mills. Though the art of making linen was known and practiced in the district about two hundred years ago, the quantity produced was insignificant until about 1743, when upwards of three hundred thousand yards were stamped in the town annually. The town of Kirkcaldy did not make the whole, however, as the figures include the cloth brought in from Abbotshall, Dysart, Leslie, &c., to be stamped. An annual market for the sale of linen cloth was established in 1739, and various other steps were taken by the magistrates to extend the trade. Handkerchiefs, checks, and coarse ticks were the kind of goods first made; but the market for these having been spoiled by the war of 1775, which interrupted communication with America and the West Indies, trade became so bad that nearly all the looms were standing idle, and the manufactures were considering how to employ their capital more profitably. Before abandoning the linen trade, however, Mr. James Fergus resolved to try to produce something that would sell in the home market. He studied the making of ticking, and succeeded in producing a fabric of first-rate quality. This new branch of the trade was readily adopted by the desponding manufacturers, and since then ticking has been one of the principal articles made in the town. Toward the close of last century it was calculated that upwards of a million yards of linen, worth about £50,000, were made annually in Kirkcaldy. In 1818 the quantity stamped in the town (including the produce of the neighboring towns and villages) was over two million yards. About one-seventh of the linen made was from home-grown flax, the remainder being made from flax imported chiefly from Riga. In 1793 three flax-spinning mills were erected at Kinghorn, and two large spinning mills belonging to a Kirkcaldy firm have long been in operation in that town. The number of persons employed in the linen manufacture in Kirkcaldy about seventy years ago was nearly five thousand, and their average earnings did not exceed £7 a year. The next statement of wages that we have applies to the year 1838, when the net weekly earnings of linen weavers averaged 7s. 3d. for ticks, 5s. 11d. for fine sheeting, 3s. to 6s. 6d. for dowlas, and 9s. 3d. for sail-cloth. In the year 1821, a power-loom factory was built in the town, and is supposed to have been the first establishment of the kind. The late Mr. James Aytoun, of Kirkcaldy, made some important improvements in the machinery used for spinning flax, and adapted it to the production of yarn from tow. During the past six or seven years the trade of the district, which had remained almost stationary for twenty years, has been considerably extended, the additions made to the spindles and looms being equal to nearly one hundred per cent. There is an extensive linen factory at Dysart, owned by Messrs. James Normand & Son. At Leslie, several extensive mills are beautifully situated on the banks of the Leven, and give employment to a large number of persons. These mills are owned chiefly by Messrs. John Fergus & Co., and Messrs. D. Dewar, Son & Sons, of London. Power-loom factories have recently been erected at Tayport, Auchtermuchty, Falkland, Kingskettle, Ladybank, Strathmiglo, and elsewhere in Fife, all indicating that the trade of the county is in a healthy state. We have made no mention of Dunfermline, as we propose to notice it more particularly in another article.

The history of the linen trade in Perthshire differs little from what we have recorded respecting other counties. Blairgowrie is the chief seat of the manufacture—nine of the seventeen factories in the county being located on the banks of the Erich at that place. In the end of last century the linen trade was carried on in no fewer than twenty-seven parishes of the county. Four hundred and seventy-seven thousand seven hundred and forty-three yards of linen cloth were stamped in Perthshire in 1738; 793,228 yards in 1758; 2,651,674 yards in 1778; and 1,605,321 in 1822, the last year in which the stamp laws were in force. In the new statistical account of Scotland a curious remark, emanating from this county, is made respecting the effect of spinning mills on a rural population. The reporter from Caputh (writing so recently as 1839, he it remembered) says: "Happily for the peace and purity of our quiet rural population no spinning mills have yet been erected, neither is any great public work going on at present in this parish."

#### DUNFERMLINE—ITS EARLY CONNECTION WITH THE LINEN TRADE, AND PRESENT CELEBRITY FOR THE MANUFACTURE OF TABLE LINEN—VISIT TO ST. LEONARD'S FACTORY.

In addition to the interest which Dunfermline possesses on account of having been seat of royalty in ancient times, it is remarkable as being the chief seat of the manufacture of table linen in Britain—indeed, we may say, in the world. When the linen trade was established throughout Scotland in the beginning of last century, the people of Dunfermline shared in its profits, and always aimed at the production of a high class of goods. They were most successful in making table linen, and to that branch they have mainly adhered. Long ago they had outstripped all competitors in the staple industry, and the produce of their looms has for many years graced the table

at home and abroad. At the exhibitions of 1851 and 1862, the goods shown by linen manufacturers attracted much attention, and helped to extend their fame.

In the early days of the linen manufacture, only coarse goods were made in Dundee—first the variety known as “huckaback,” and subsequently “diapers.” The Dundee weavers appear to have been rather fond of trying the more difficult kinds of work, and they adapted their looms to producing novel patterns of cloth. Great ingenuity was also expended in weaving articles of dress without a seam. In 1702 a weaver in Dundee made a seamless shirt in the loom, and a like feat was afterwards successfully accomplished by several weavers. Two of those novel productions are worthy of notice.

In 1821 Mr. David Anderson completed in the loom a gentleman's shirt, very ornamented. It was of very fine linen, and bore on the breast the British coat of arms in heraldic colors and gold. For the accomplishment of that feat he received £10 from a fund which had been formed in Glasgow for the encouragement of inventions and improvements in manufacturing. The shirt was presented to his Majesty George IV, who was graciously pleased to accept it, and to order £50 to be sent to the maker. Mr. Anderson subsequently wove a chemise for her Majesty Queen Victoria.

It was composed of Chinese tram silk and net-warp yarn, and had no seams. It bore the portrait of her Majesty, with the dates of her birth, ascension, and decease, underneath which were the British arms and a garland of national flowers. The shirt of the Weavers' Incorporation is also a remarkable piece of work. It consists of a single body of silk damask, bearing a different design on each side, and yet both sides woven.

Damask weaving was introduced into the town in 1718, and the story of its introduction is somewhat curious. James Blake, described as being a man of ingenuity and enterprise, went from Dunfermline to Drumsheugh, near Edinburgh, where damask weaving was carried on. The process of weaving was kept a close secret; but Blake determined not to be frustrated in his mission, which was to find out the secret, and use it for his own advantage. Feigning to be of weak intellect, he lounged about the shop in which the damask looms were being employed, and ultimately ventured an expression of his countenance, when he saw the looms, was so full of puzzled inquiries that the weavers allowed him to gratify his curiosity by minutely examining the looms. He asked to be allowed to creep under one of them that he might more fully catch its mysterious working. This odd fancy of an idiot, as no one doubted, caused some amusement; but no one objected to him going under the loom. The weavers were smiling at his bewildered stare, Blake was carefully noting in the manner in which the mechanism was arranged and how it operated. He remained to be fascinated by the looms, and was in no haste to go away. When he did leave, he was in full possession of the secret. Returning to Dunfermline, he began to construct a loom from memory, and soon had the gratification of possessing a perfect machine. He had a workshop in the old tower of the abbey, and there, assisted by one or two faithful assistants, he devoted his whole time to making damask goods, keeping well the secret which he had become possessed of in such a way. It would appear that he was more successful in maintaining the secret than the weavers of Drumsheugh, for his loom was the only one of the kind in the town for many years. After the principle of the damask loom became generally known, it was not readily adopted, the machine being costly and difficult to work. Even after Blake had set up his machine, there were only ten or twelve damask looms in the town; and ten years later, in 1778, the number did not exceed twenty. Four persons were required to work the loom at first—two weavers, one at each side, to move the shuttle and move the “lay,” and a boy to work a series of cords which raised and lowered the warp threads necessary to produce the design. Sometimes one man undertook to work a web two yards wide without an assistant, and in that case he had to move the shuttle from one side of the loom to the other continuously in order to keep the shuttle moving. That was a laborious mode of working; but it was more profitable than the ordinary mode, as, though a smaller quantity of cloth was produced in a given time, that loss was more than compensated for by the saving of the wages of an assistant. A great improvement was made on the damask loom by Mr. John Wilson, of Dundee, who devised a mechanical arrangement which dispensed with the services of the boy. The value of Mr. Wilson's invention was publicly acknowledged by the town; he was made a burgher of the town in 1780; and a further reward was conferred on him by the board of manufactures, who presented him with £20. As damask was then made, it was necessary that the weaver should commit to memory the details of the design, and when a loom was changed from one design to another, the workmen devoted four or five days to getting the new pattern by rote. An error of memory was fatally registered in the cloth; and as the value of the piece was thereby diminished, only persons who had good memories, and who took great pains to learn the design, could pass as efficient workmen. Subsequently an invention was made which rendered it unnecessary to trust memory for the proper working of the design. This apparatus was known as the “holey board.” In 1803 Mr. David Bonnar obtained a patent for what he called a “comb draw-loom,” which had the effect of



still further simplifying the operations of the damask weaver. The trade gradually increased under these various improvements in the weaving machinery; but it received its greatest impulse from the introduction of the Jacquard machine in 1825. By the year 1830 that machine had come into general use. The advantages derived from the Jacquard machine are numerous; but the most important are that the facility of production enables the damask manufacturer to sell his goods at a lower price per yard than the average than was formerly paid for weaving alone, taking into account also the reduced price of the raw materials, and that there is no limit to the variety of design that may be produced. The designs of the damask made by the old process were crude and indistinct, but by means of the Jacquard machine the greatest distinctness of outline and delicacy of detail have been attained. We have seen a table napkin made in Edinburgh in 1746, in which the names of the married couple to whom it belonged are woven, along with the date; and though the quality of the linen is superior, and of remarkable purity, yet the design has a somewhat primitive appearance. The Jacquard machine makes every thread of warp and weft play its part in the design; but by the "draw" system the pattern was brought out by moving four or five threads at a time; the result is that the old damask looks as if the design were worked in mosaic, each spot being a square equal to the thickness of four or five threads, and in some cases even more. A change of design was a serious matter for the weaver before the Jacquard machine was introduced, as the mounting of a fresh pattern occupied five or six weeks, and during that time he received no remuneration.

When the damask trade had become fairly established in Dunfermline, the manufacturers were favored with orders from noblemen, bishops, and private gentlemen for sets of table linen bearing their coats of arms, &c. His Majesty William IV was their first royal customer, and Queen Victoria had some linen made for her household in 1840. Since the latter date many orders have been received from royal personages at home and abroad. Great attention has been paid to the designing department of the trade, which has more than kept pace with the mechanical improvements. In 1826 a drawing academy was established in the town, with the view of teaching young men the principles of drawing, and fitting them to fill the office of designers. The institution did not succeed, however, and it was given up in 1833. Some designers of eminence were trained, however, and good resulted to the trade generally. The academy was supported at the joint cost of the board of manufactures and the manufacturers of the town, who expended £126 on it annually. The board also gave premiums for excellence of design in damask goods, and one firm received £516 10s. in premiums of that kind in eighteen years. Thirty years ago an export trade to America was opened up by the manufacturers, and about £150,000 worth of damask goods found a market in the United States every year. The Americans have ever since been good customers, and they are at present taking an immense quantity of linen from Dunfermline. Some idea of the extent to which individual firms are engaged in the trade will be gleaned from what follows:

The largest factory in Dunfermline, and, we believe, the most extensive of the kind in Britain, is the St. Leonard's power-loom factory, which belongs to Messrs. Erskine, Beveridge & Co. The factory is beautifully situated on the south side of the town, and is in every respect a model establishment. By the courtesy of the manager, Mr. Houston, we had the pleasure of inspecting the factory in all its departments, and shall briefly describe what came under notice. On approaching the factory, the first thing that attracts the eye is the recently erected and stately warehouse. Its great size and elegance of design indicate the prosperity of the proprietors, and a walk through its halls reveals the origin of that prosperity. But in order to trace the successive stages of the work carried on, we must first enter the factory, the extent of which can be realized only by a journey through it. The building is but one story high, and the roof consists of a series of ridges. Externally, the place is unpretending enough, but there is an air of tidiness and cleanliness in all its accessories which impresses one favorably. The coarser sorts of yarn used in the factory are brought from Dundee, Kirkcaldy, &c., and the finer sorts from Yorkshire and Ireland. Some of the yarn comes in brown, some bleached, and some dyed. Many tons are kept in stock in rooms set apart for the purpose. The yarn is given out in hanks to the winders, who, by the use of simple but ingenious machines, wind it on bobbins for the use of the warpers, or on pirns for the weavers. The warpers take a certain number of bobbins and arrange them in a frame. The threads of the bobbins are then led to the warping machine, in which they are arranged side by side, and wound with equal strain upon a "beam," or roller. A length of yarn sufficient for the intended web is put upon the beam. One of the great difficulties that had to be overcome by the inventors of the power-loom was the tendency which the rapid and somewhat violent motion had to soften and break the warp. That difficulty was effectually removed by "dressing" the warp with paste, and for performing that operation a machine was devised. After the yarn has been wound upon the beam it is taken to the dressing machine. The yarn is led between a pair of cylinders, one of which revolves in a bath of paste made either of flour or of Irish moss; it then passes over a number of cylindrical brushes, which smooth down the fibers and

superfluous paste; next it is brought into contact with a large cylinder beam; and having been thus thoroughly dried, is wound upon the beam of the loom. Before the warp is placed into the loom, however, a preliminary operation is performed. The threads have to be drawn through the "heddles" and the "reed," and the beam is placed into the loom.

In bringing the warp to the loom, we enter a vast workshop, the floor of which is covered with machinery, while overhead the eye gets lost in a maze of belts, shafts, and pulleys, the motion of which makes one giddy, while the noise closely resembles that of a great waterfall, with a metallic tinkle superadded. In this workshop, nearly seven hundred feet long by one hundred and sixty feet wide, nine hundred power-looms are at work. Each large loom and each pair of small looms is attended by a young woman. The looms are prepared and kept in order by mechanics, each of whom has charge of a certain number of looms. The tenters take off the old webs and put on fresh warps, and the mechanics look after the working of the machine. Each loom employed in weaving damask is fitted with a Jacquard machine, that beautiful contrivance which, next to the loom itself, is perhaps the most important invention ever made in connection with textile manufactures. It is almost impossible to convey in words a description of the apparatus that is intelligible to persons who have not seen it, and we shall not attempt to do so. The Jacquard machine was invented in the year 1800, and was at once adopted by the silk weavers of France, as it enabled them to introduce unlimited variety in the weaving of their goods. The machine was not introduced at Dunfermline until its effect upon the trade was almost magical.

Going along the rows of power-looms in the St. Leonard's factory we saw the operation of the Jacquard machine admirably illustrated. Each loom seemed to be a different pattern from all the others, and yet the beauty and elegance of the designs were nearly equal. Some small looms were engaged on diaper, rubbers, and stair carpets; while the broad looms were turning out white and blue damask table covers, &c. Some of the table covers bore the arms and insignia of the nobles for whom they were intended, while others displayed designs of exquisite beauty composed of flowers, shields, &c. A somewhat coarse variety of table linen of brown and white yarn is made in large quantities for the American market; the finer produce of the establishment consists of the finest quality of table linen of pure white. Most of the designs are made by Mr. Joseph Paton—the father of the celebrated artist, Sir Noel Paton; and that gentleman has done more, perhaps, than any other to maintain the fame of the local trade. His fine artistic taste and knowledge of the capabilities of the material that he has to work upon have enabled him to produce designs which for elegance and appropriateness are unsurpassed. One of his latest productions is a marine table cover, the design of which is composed of shells, coral, and sea-weed. It would appear that taste in the matter of dress varies as frequently as taste in matters of dress, and that the favorite design may be a drug in the market next month. At one time a stately classical vogue, at another nothing but florid Italian will sell, and with the next vogue the public taste is met by a bit of modern device. Sometimes the center of the cloth is filled with elaborate work, and the border treated in a simple way; sometimes the center is plain, or dotted over with leaves, and the border is composed of a variety of flowers, &c.

The designs are drawn on paper, the surface of which is divided by lines into minute squares, each square representing a loop of the fabric. The paper bearing the design is placed in the hands of the card maker, who, by means of a curious little machine, punches in a board a series of holes corresponding with the design. The holes in each card direct the throw of the shuttle, so that a card is required for every thread of weft that is to make up a table cover. As many as 50,000 cards have been used in making one cloth. When the design is transferred to the cards, all trace of it is lost until it appears in the web on the loom; for the holes in the card convey no idea whatever of the design. It is interesting to watch the development of the figuring as the cloth comes slowly from the loom. Out of the seeming chaos of dancing cords through which the shuttle shoots with lightning speed, leaves, buds, and flowers emerge in regularity with a growth which, to the uninitiated, is little less mysterious than the growth of the plants which nature covers the earth with verdure.

The white goods are sent to Perth to be bleached, there being no convenience for doing that operation at the factory. The bleaching is followed by "beatling," which gives a beautiful "finish" to the cloth. Goods that have not to be calendered on the premises. The lappers receive the goods from the mill and fold them up, and prepare them for the market. These operations are carried on in a warehouse, which we visited next. That building, as already mentioned, is in the Italian style of architecture, and three stories in height. The windows are flanked by Corinthian columns, and the windows are filled with

The main entrance opens on a spacious hall paved with ornamental tiles, and is highly decorated. On the ground floor are erected the counting-room, man-

ager's offices, and the packing-room, while the floors above are occupied by a series of large halls, fitted with inclosed shelving for storing goods, and tables for exhibiting them upon. The whole place is handsomely fitted up, and we believe that no fine warehouse in connection with a factory is to be found in Scotland.

In addition to the nine hundred power looms in St. Leonard's factory, Messrs. Beveidge & Co. employ one hundred and eighty hand looms in a separate workshop. Altogether they give employment to about fifteen hundred persons, of whom about nine per cent. are females. The quantity of linen made by the firm averages about 200,000 square yards a week, so that the yearly produce, supposing the average width of the webs to be one yard, amounts to 10,400,000 yards, or upwards of 5,900 miles, which would be sufficient to cover a board at which the entire population of Scotland and Ireland might dine at one time. The value of the cloth made is about £360,000 a year, and the price per yard ranges from 5d. to 5s. The women and girls employed in the factory earn from 4s. to 15s. a week, and the men from 10s. to 40s. They appear to be well cared for. The factory is perfectly ventilated and kept scrupulously clean. Many of the women and a few of the men live at a considerable distance, and, when they go to work in the morning, take their day's provisions with them. Two large dining halls are provided for their accommodation at meal time. These are comfortably fitted up, and adjoining them is a large stove for warming food. Provision is also made for the education of the children of the work-people. A school-house has for many years been in existence in connection with the factory. The school is open to the public generally, but there is this difference—while the children of persons connected with the factory are charged only half the established fees, other children have to pay full. There are at present about three hundred children in attendance.

Next in extent to St. Leonard's is the Bothwell power-loom factory, belonging to Messrs. D. Dewar, Son & Sons, a London firm well known in the trade. The Bothwell factory was built about four years ago, and has accommodation for five hundred and eighty power looms, but only four hundred and seventy have yet been set up. Upwards of five hundred persons are employed. The goods made are of the same kind as in the St. Leonard's and other factories in town. Mr. Balfour, the designer at the Bothwell factory, produced a piece of work about ten years ago which excited much attention. It was styled "the Crimean hero table-cloth," and many copies of it were supplied by Messrs. Dewar to royal and other orders. While visiting the factory we were shown several beautiful designs of work which had been done for the Queen and members of the nobility. The Crimean cloth, which was pronounced to be the greatest achievement in damask work ever accomplished, is thus described in Chalmers's "History of Dunfermline:"

"The designing and executing of the work occupied about eight months, and occasioned an outlay of nearly £600. The cloth was inspected and greatly admired by the Queen and Prince Albert at Balmoral, as also by the Emperor and Empress of the French at Paris, who gave an audience to the proprietor, introduced to their Majesties by the Earl of Clarendon. Orders were given for the Imperial as well as Royal tables. The cloth is composed of the finest linen warp and white silk weft, six and a half yards in length and three in breadth; but when wrought for sale it will consist of linen only. The pattern consists of a beautifully elaborate leafy scroll-work for border, in which, at proper intervals, are inserted twenty-four faithful portraits. In one end-border are her Majesty Queen Victoria in the center, and on either side the Prince Consort and the Duke of Cambridge. In the other end-border are the Emperor Napoleon in the center, and on either side the Empress Eugenie and Prince Napoleon. In the center of one of the side-borders is placed the King of Sardinia, and on either side Bosquet, Brown, F. Nightingale, La Marmora, St. Arnaud, Cardigan, Raglan, and Brusat. In the other side-border, the Sultan in center, with Omer Pasha, Williams, Canrobert, Evans, Campbell, Pelissier, Lyons, and Simpson, on either side. Each portrait of the sovereigns is surmounted with their respective armorial bearings, placed towards the middle of the cloth; and alternately with these are trophies containing the names of the chief battles, with their dates—Alma, 20th September, 1854; Balaklava, 25th October, 1854; Inkermann, 5th November, 1854; Tchernaya, 16th August, 1855; and in the center of the cloth there are magnificent trophies, illustrative of the fall of Sebastopol, with the motto, *Deus proteget justitiam*, and the date 8th September, 1855—the ground around all of these being interspersed with the stars of the orders of the different sovereigns. In the corners of the border are the standards of the four powers rising from behind a shield containing their insignia united—the Rose, the Fleur-de-lis, the Crescent, and the Cross. An idea may be formed of the extent of the design by persons acquainted with the nature of the work, when it is mentioned that there were 50,000 cards and seven 600-cord Jacquard machines employed in forming the pattern on each loom. These machines required to be kept in operation at the same instant, and the whole was put in motion by a single movement of the foot. The web was 1,600 threes in the reed, equal to 4,800 threads upon the yard, and which, again, multiplied by three, the number of yards in the breadth, gives the total number of threads in the breadth to be 14,400."

er factories have recently been erected—one for Mr. Alexander, to contain ~~our~~ hundred and five hundred power-loom; and the other for Messrs. Inglis contain about three hundred power-loom. Both are to some extent com- in operation. Messrs. Andrew Reid & Co., and Messrs. Henry Reid & Son, long been engaged in the trade, have made considerable additions to their which now contain about three hundred power-loom each. There is another a factory occupied by Messrs. Hay & Robertson, but it is of small extent with those we have mentioned. In Mr. Darling's factory there are one hun- eighty hand-loom. It is calculated that there are scattered throughout the suburbs from six hundred to seven hundred hand-loom, which, with those tories of Messrs. Beveridge and Mr. Darling, will give a total of, say, one and-loom at present in operation. The total number of power-loom is and six hundred and seventy; and the quantity of cloth made annually by power is over thirty millions square yards, which, formed into a web of the idth of one yard, would measure the distance between Great Britain and nd, with a thousand miles or so to spare. There is more linen cloth manu- Dunfermline than was made in all Scotland in any year preceding 1822, alue of the goods produced cannot be much under £2,000,000 a year. The ars to be in a healthy state, of which no better proof could be had than the notwithstanding the rapid increase in the number of power-loom, all are eyed.

• DAYS OF THE LINEN TRADE IN DUNDEE—THE INTRODUCTION OF JUTE, AND ITS EFFECT ON THE MANUFACTURES FROM FLAX.

is one of the most important and interesting seats of manufacturing industry l. It is the metropolis of the linen trade, and till recently had a monopoly manufacture of jute. The perfection to which the latter branch has been y the enterprise and ingenuity of those engaged in it is remarkable, consid- omparatively brief period which has elapsed since the fiber was introduced; ord of the trials, disappointments, and successes of the pioneers in the trade me of the most interesting chapters in the history of the town. Capitalists had for many years shown a disposition to make the place a seat of manu- out though they tried to establish a permanent trade in various articles, little success until they turned attention to working in flax. The date at manufacture of linen cloth was begun in Dundee is not known; but it is hat at the time of the union of England and Scotland 1,500,000 yards of : made in the town annually. Then, as now, the chief fabrics were of the nd. A writer in the Gentleman's Magazine in 1742 described the linens of being the "poorest and meanest;" but whatever truth may have been in rk at the time it was written, it certainly could not hold good in recent the account which Pennant gives of his tour through Scotland in 1776, it is t Dundee used to be celebrated for the manufacture of "plaiding," which ted undressed and undyed to Sweden and Germany, &c., for clothing the those countries; but that trade was superseded in 1747 by the manufacture rgs, which became the staple trade of the county of Forfar. In the year were made for sale and stamped in the parish of Dundee 3,181,990 yards of n, valued at £80,587. Besides a large share of the above, there were made n of Dundee upwards of 700,000 yards of sailcloth, valued at £32,000, and o be superior in quality to any made elsewhere in Britain. The manufac- ton was introduced about the year 1790, and several companies engaged in : trade survived for a few years only. During the latter half of last cen- siderable trade in the manufacture of colored sewing thread was carried on n. There were seven companies or masters engaged in it, who owned sixty- g mills, and employed upwards of 1,700 persons. 269,568 pounds of thread, £33,696, were made annually. The writer of the report on Dundee in the account of Scotland (1792) says: "The particular cause of the increase and of Dundee is undoubtedly the bounty allowed by Parliament on linen man- for exportation. By that the industry of the inhabitants was first set in d encouraged; and their consequent prosperity, if it be not an evidence in unties in general, is at least a decisive one that in some cases they are wise us, and may be productive of the greatest benefit."

er effect bounties may have had on the trade in its early days, the present d prosperity of the staple industry of Dundee is chiefly owing to the perse- f the manufacturers in adopting and improving machinery for superseding r, cheapening production, and improving the quality of the work. Up till ning of the present century, all the yarn used was spun by hand, chiefly by adding in the country districts; and on the market days the housewives be produce of their spinning-wheels into Dundee for sale. The manufacturers market and bought what yarn they required. Great difficulty was experienced



in obtaining any considerable quantity of yarn of similar size and quality, and the defect considerably interfered with the operations of the manufacturers, and caused them to lose much time. The first step taken to remedy that state of things was the appointment of agents, who traveled through the district and purchased the yarn from the people, carefully selecting and separating the various sizes and qualities. These agents also got flax from the manufacturers in the town, and employed persons to spin it. The system continued in existence until about forty years ago, when the spinning machinery, which had been introduced, kept the looms fully supplied with yarn.

Flax spinning by machinery was first tried in Dundee in a small mill built at Chape side, by Messrs. Fairweather & Marr, about the year 1793. The machinery was propelled by a ten-horse-power steam-engine. A second mill, of about the same extent was built soon afterwards; but though both were kept going for some time, the element of success was wanting, and the enterprise was abandoned for a time. In 1795 five spinning-mills, having an aggregate of sixty horse-power and two thousand spindles were erected in various parts of the town. One of these—the Bell mill—was considered to be a gigantic concern at the time, the building and machinery having cost about £17,000. The early years of this century were disastrous to the trade, owing to the foreign markets being in a state of stagnation, arising from political complications and war. In 1811, only two spinning-mills continued in operation, and the Bell mill which had come to a stand, was offered for sale. Between that time and the year 1822 a great change took place in the district; many spinning factories were erected and established on a firm basis. In 1822, seventeen flax-spinning mills were in operation in Dundee, all of which were driven by steam-engines, representing in the aggregate one hundred and seventy-eight horse-power. About two thousand persons were employed, and the number of spindles going was seven thousand nine hundred and forty-five. In the neighborhood of Dundee there were thirty-two spinning-mills, containing one thousand nine hundred and seventy-eight spindles. The mills in operation in Dundee and neighborhood in 1832 were driven by engines of eight hundred horse-power, and the yearly consumption of flax was fifteen thousand six hundred tons, which produced seven millions four hundred and eighty-eight thousand spindles of yarn. Three thousand persons were employed, and the capital invested in machinery was estimated at £240,000. In 1846 there were thirty-six spinning-mills in Dundee, with a motive power equal to one thousand two hundred and forty-two horses, while the number of spindles was seventy-one thousand six hundred and seventy. Five years later the number of factories is set down at forty, but some of these were devoted to power-loom weaving.

Experiments were made with the power-loom in Dundee so early as 1821, but the result does not appear to have been favorable to the introduction of that machine. Messrs. W. Baxter & Son built a factory in Lower Dens, into which they proposed to introduce ninety power-looms; but they appeared to have had misgivings as to the practicability of weaving by power, and did not carry out their intention. In an account of Dundee, written in 1833, it is stated that "power-looms have not been employed here, or at least not to any advantage, and they are understood to be entirely laid aside." In 1836, Messrs. Baxter built a power-loom factory at their Upper Dens works, and that was the first establishment of the kind in Dundee. Three other power-loom factories were erected soon after; but for a considerable time there was no addition to the number.

The linen trade of Dundee has passed through a series of crises which threatened its destruction; but it has survived them all, and is at present in a healthy state. In 1810, the price of flax suddenly fell from £150 to £80 a ton, and the effect on the manufacturers was most disastrous. Many of them were ruined; and during the succession of violent fluctuations which occurred in the six following years, few of those who withstood the first convulsion were fortunate enough to escape bankruptcy. The stopping of the machinery threw many workpeople idle, and great distress prevailed in consequence. Had this state of matters continued much longer, it is not improbable that the trade would have been abandoned; but, fortunately, a brighter day dawned for the manufacturers, and for seven or eight years preceding 1825 they enjoyed a period of prosperity, which helped to repair their shattered fortunes and gave them hopes of better things to come. In the autumn of 1825, however, the trade was completely paralyzed by the commercial panic which broke out in London and rapidly spread over the country. The tide of prosperity suddenly turned in Dundee, and again many firms had to suspend payment. The stagnation of business became so serious that the government were induced to lend a helping hand to the merchants of the town, to whom they granted exchequer bills for goods deposited. That aid was timely, and some of the most extensive merchants availed themselves of it. In 1827 a revival of the trade with America took place, and things began to mend. Great quantities of bagging for packing cotton, &c., were made for the United States, and from that article handsome profits were realized. In 1832, the last year in which bounties were paid on goods exported, the value of the linen exported from Dundee amounted to close upon £100,000, on which the manufacturers received £46,854 of bounty. A great fire which

occurred in New York in 1835 was the cause of the next check which the trade received. A great quantity of bagging had been consumed in the conflagration, and the manufacturers of Dundee were hopeful that an opportunity had occurred for profitable exertion. Most of the machinery was set to work to produce bagging; and the result was that the supply far exceeded the demand, and the market was spoiled. Some of the goods sent out lay in store for years, and the price ultimately obtained caused serious losses. Again a number of the merchants and manufacturers became insolvent. In order to save the trade from ruin, the banks opened warehouses, and received goods in deposit, on which they advanced money. After a little time, the trade rallied again, and continued in a fair state of prosperity until 1847, when it was seriously affected by the crisis brought about by over-speculation in railways. The experience of the linen manufactures of Dundee goes to prove that the calamity of war may directly promote the arts of peace; for they profited largely by the demand created for their goods, first by the Crimean and subsequently by the American war. In the former case, however, some of them did not act judiciously, for instead of regarding the demand created by the war in the east to be a temporary one, they would appear to have looked upon it as permanent, since they sunk a great deal of capital in extending their factories. When peace was declared, those who had acted thus found out their mistake, and were unable to keep the whole of their works going. The American war was the most fortunate event that ever occurred for the linen manufacturers of Dundee. Both armies became extensive customers, and for three years the factories were kept fully employed. Great wealth was realized, and the stability of most of the firms was so well secured by the accumulation of capital that they are not now likely to sink under fluctuations of trade which would otherwise have ruined them. As we have shown, those engaged in the trade have had many unpleasant lessons in the school of experience, and these have not been lost, for we believe that at no time has the trade been more judiciously conducted than now.

We cannot proceed further without noticing the introduction of jute, which has had a most beneficial effect on the trade of Dundee. Jute is the fiber of plants of the *corchorus* order, which are common in almost every part of India. In the end of last century, the East India Company caused inquiry to be made throughout their vast territory with the view of discovering a substitute for hemp. Among the specimens sent to this country was a quantity of jute, but no particular notice appears to have been taken of the material. Small parcels were sent on several subsequent occasions, and at length some of it fell into the hands of manufacturers at Abingdon, Oxfordshire, a town famous for its sacking, twines, &c., by whom it was spun into yarn, and used in making carpeting. Subsequently, about the year 1824, a bale or two of jute was sent to Dundee to Mr. Anderson, a linen manufacturer. He got his mother, who was an adept at the spinning wheel, to make a trial of spinning it, but she did not succeed to her satisfaction. Mr. Anderson seemed to recognize the value of the fiber, and made numerous experiments with it, but without much success, beyond producing a coarse yarn suited only for sacking. The new material was regarded with suspicion by the public, and goods suspected to contain jute were difficult to dispose of. In 1822, Mr. Thomas Neish, merchant in Dundee, got a small consignment of jute from London, and he tried to get some of the manufacturers to spin it, but none of them would make the attempt; and, after lying aside for four or five years, the jute was sold for the purpose of being made into door-mats. Ten years after receiving this parcel of jute, Mr. Neish got another consignment, which was again offered to the manufacturers in vain. After being much pressed by Mr. Neish, Messrs. Balfour & Meldrum reluctantly resolved to make experiments with the fiber. Success attended their efforts, and the foundation of the jute trade in Dundee was laid. Mr. James Watt, another merchant in the town, rendered great service in bringing jute into favorable notice. For the first year or two after the possibility of spinning jute had been demonstrated, the manufacturers did not spin it pure, but mixed it with flax and tow. In 1835, however, pure jute yarn was made and regularly sold in the market. The raw material could be bought in 1833 for £12 a ton; but four years afterwards, when the value of the fiber had to some extent been recognised, the price was £22 to £23. The growth of jute in the popular favor will be best shown by the increase in the quantities imported into Dundee in successive years since 1838; and for the sake of comparison, we also give the quantity of flax, tow, and hemp imported in various years since 1815:

## JUTE.

	Tons.		Tons.
1838	1,136	1858	30,086
1843	4,857	1863	46,983
1848	8,905	1865	71,702
1853	15,400	1867	63,674

FLAX, TOW, AND HEMP.

	Tons.		Tons.
1815.....	2,187	1843.....	26,268
1820.....	4,958	1848.....	30,585
1825.....	13,902	1853.....	47,113
1830.....	20,496	1858.....	25,842
1835.....	27,130	1863.....	28,988
1837.....	15,237	1865.....	44,821
1838.....	30,850	1867.....	41,409

The present annual consumption of flax in Dundee is estimated to be about twenty-four thousand tons; of hemp about one thousand tons; and of jute about sixty-five thousand tons—in all, ninety thousand tons; so that in half a century the quantity of raw material used has increased fully forty fold. It may be mentioned that jute is imported entirely from Calcutta. Formerly it was all sent through London and Liverpool, but considerable quantities are now imported direct into Dundee as well as into Greenock.

Mr. Warden thus describes some of the qualities of jute :  
“ It is one of the most easily dyed fabrics known, and the colors it takes on are bright and beautiful. The common dyes are quickly applied, but they are very fugitive, and when exposed to the sun’s rays soon become faint and dull. By the common process the coloring matter strikes little more than the outside of the fiber, and, as it were, paints it; and this mode of dyeing requires little material, and is done at small cost. The fibers of jute do not subdivide so minutely as those of flax, and they are of a hard, dry nature, and to a considerable extent impervious to moisture. It therefore requires a more complex process to make the coloring materials thoroughly penetrate the fibers so as to make the dye lasting. This can, however, be accomplished, and the better class of goods made of dyed jute undergo this process, which makes the colors both brighter and faster. It is hardly possible to make every color perfectly fast, although some of them are as durable as those upon other materials. Jute is very readily brought to a rich cream color either in the fiber, in yarn, or in cloth. It is, however, very difficult to bring it to a full white without injuring the strength of the fiber. Many experiments have from time to time been made to bleach jute, but at best they have been only partially successful, and it may be said that a perfect white has never yet been attained without impairing strength. Fresh, sound jute of fine quality can without danger be brought to a moderate degree of whiteness; but as the fiber gets older, exposure to the atmosphere changes it to a browner tinge, and it then becomes more difficult to bleach. The slightly nature of jute, the regular even thread which by the improved machinery is formed of it, and the smooth, tidy, and clear appearance of jute cloth, are all pleasing to the eye and therefore attractive. These qualities, combined with its cheapness, have served to recommend it to consumers, and bring it into general use. Now, instead of being used stealthily by spinners, as of old, it is the only material spun in a large proportion of the factories, and to a greater or less extent it is used in every establishment in the town.”

As illustrating the effect of the introduction of jute on the linen trade of Dundee, we extract the following passage from a paper read before the Social Science Association of Edinburgh in 1863, by Mr. Robert Sturrock, secretary of the Dundee Chamber of Commerce :

“ By the introduction of jute into the linen trade great changes have been brought about. In place of sackcloth, bagging, and other coarse fabrics being made from hemp, hemp codilla, flax codilla and coarse tows, they are all now entirely made from jute, and some of these raw materials are not now known in the trade. Though much the same quantity of flax and tow is now imported as many years ago, the real linen trade is in this way supplemented, the quantity formerly required in the coarser branches being now available for other purposes. On the first introduction of jute, it was only used for fabrics of the coarsest description—in fact, it was then considered that it never could be used otherwise; but from the improvements in machinery, and from gradually increasing experience, this has been found to be erroneous. The more common descriptions of Osnaburgs, sheetings, and many other fabrics are now manufactured solely from it; or these goods, in place of being made of flax or tow as formerly, are now composed partly of tow and partly of jute. Fine goods are also manufactured from a combination of jute and cotton. In this manner has the linen trade again been most largely supplemented. The jute trade has increased so rapidly, and the goods made from the fiber are now so highly appreciated over the whole world, that, looking to the future, one is entitled to say that in extent it will probably only be rivaled by the cotton manufacture. The packsheet, baggings, sackings, sacks, and woolpacks of Dundee are used in almost every quarter of the globe. When I state that they are by far the cheapest manufactures of this description that can be made from any raw material, it will be no matter of surprise though this trade still continues to advance with

. There is still one fabric worthy of particular notice, which owes its existence to jute. It is the manufacture of jute carpeting. These have nearly the color of carpets made from wool; and though they are neither so durable nor color so well, still, when I state that the cost varies from 6d. to 1s. 4d. it is remarkable that they should be greatly used. Rugs, in imitation of those manufactured from the same material. The reporters appointed by the Glasgow Committee of the International Exhibition last year remarked: 'It is in Scotland where goods made from jute represent a large branch of industry. Cheap raw material is employed there—either pure or mixed—to make ordinary cloth, but more especially sacking, packing cloth, and carpets. The jute carpets are of the richest and most varied colors, and are sometimes used for berber. Even the Brussels or velvet carpet is imitated with success in appearance and durability.'"

The figures compiled towards the close of last year represent pretty exactly the linen and jute trades of Dundee. The estimated quantity of yarn spun in the town is 31,000,000 spindles, valued at £3,487,500; in the surrounding districts 29,000,000 spindles, valued at £3,262,500—making a total of 60,000,000 spindles, valued at £6,750,000. Taking the power-looms at 8,000, and the quantity of cloth produced by each at 200 yards a week, the cloth turned out in a year would be a prodigious quantity of 83,200,000 yards, or 47,372 miles. The value of the linen together is estimated at £8,000,000. The capital invested in the Dundee trade is stated to be £2,500,000; in the district, of which that town is the centre, £10,000; in the other districts of Scotland, £1,000,000—total, £5,200,000, to which may be added the value of the bleach works, calenders, &c., in the trade, which would bring it down at less than £1,300,000. It takes about six months from the purchase of raw material before the goods can be manufactured and the proceeds realized. The stock in trade in the hands of manufacturers and merchants will be £5,000,000. It is thus shown that a capital of £12,000,000 is required for the linen trade of Scotland.

#### FACTORIES OF DUNDEE—MESSRS. BAXTER BROTHERS & CO.'S WORKS DESCRIBED—THE PROCESSES OF MANUFACTURING FLAX EXPLAINED.

When we give a brief outline of the history of the flax and jute trades in Dundee, we shall give an account of some of the leading firms in the trade, and a description of the extensive factories in which the various branches of the manufactures are carried on.

The factories of Dundee are substantial edifices, and both by size and by elegance of architecture, they hold off the palm among most of the buildings beside which they rear their many-windowed walls, even in the best quarters of the town. All appear to be well lighted, and every appliance that has been devised for promoting the health and comfort of the operatives, and facilitating their work, has been taken advantage of in their construction. It shows that, as a rule, the proprietors are possessed of a spirit of consideration for those who toil for them—or, rather, with them, for the life of even a manufacturer is anything but a sinecure. Many of the employers are men who have made a humble start in life, and have created their own fortunes by close application and industry. Some of those who were leaders in the earlier and more trying days of the trade have retired to spend their remaining time in the enjoyment of fortunes accumulated by years of anxious labor, leaving sons and successors to carry on the work they brought to such a successful issue. Others who have attained an age which would entitle them to retire, continue to work on, as if determined to do so. Indications of the prosperity prevailing among the class are abundantly shown in the mansions which they have reared for themselves in the outskirts of the town, and in the quiet localities adjacent; and their hospitality is great.

The most extensive factory in Dundee is that of Messrs. Baxter Brothers & Co., who are singular in the trade as having confined their attention solely to the manufacture of flax. When that fiber grew scarce about eighteen months ago, rather than purchase foreign machinery, they worked up a quantity of jute; but that was only a temporary expedient; and we have selected the firm as representing the pure flax branch of the Dundee trade. In 1822 the late Mr. William Baxter—father of the present firm, Sir David Baxter, Baronet, of Kilmaron—who owned a small mill in the neighborhood of Dundee, entered into partnership with his eldest son Edward, and built a flax-spinning mill with an engine of fifteen horse-power, on the Dens Burn, in the northeast quarter of the town.

That was the germ of the present vast, and, we may say, magnificent establishment. The mill proved a successful speculation, and three years after it was built, a similar work of double the power was built further up the "burn." At that time other members of the family had been taken into the partnership, and the firm was designated, which it at present bears, of Baxter Brothers & Co. The firm continued to follow the extended firm, and from time to time the mills were built, until it became necessary to introduce an engine of ninety horse-power. In



1833 they built another mill, still further up the stream, and to that they added, in 1834 the first power-loom factory ever erected in Dundee, and in that department also provided employment for upwards of three hundred persons. In 1846 the firm had operation in Lower Dens Mills one engine of ninety horse-power, driving 3,028 spindles and in the Upper Dens Mills two engines, equal together to one hundred and five horse-power and driving 8,008 spindles. In the power-loom department they had two engines of thirty horse-power each, and 256 looms, with accommodation for nearly double the number. They had also a calendering shop with a ten horse-power engine.

The site chosen for the works originally was ill adapted for convenient extension, being on the bank of a natural gorge, or "den," as the name of the place implies, which stretched upward to a steep "brae." The difficulties of the situation have been completely overcome, and the existence of the valley only becomes apparent when one enters the establishment and sees how the gorge has been dammed up to form a series of deep ponds, which intercept and retain for the use of the boilers the whole waters of the Dens Burn. Before describing the nature of the operations that are conducted in the establishment, we shall give a few figures relating to the present extent of the works, which, placed in contrast with those given above, will show the progress made during the past twenty-two years. The ground at Dens belonging to the firm extends to twenty-one acres, of which ten are occupied by buildings, courtyards, and ponds. The extent of the buildings may be judged from the fact that the superficial area of the floors is not less than twelve acres, the greater part of which is covered by machinery of the finest description. In the spinning department there are twenty-two thousand spindles, with the requisite preparing machines; and in the weaving, twelve hundred power looms. In a place of such vast dimensions, it is of course necessary to distribute the steam-power, and we consequently find that twenty-two engines are employed, the combined nominal force of which is seven hundred and fifty horse-power. There are thirty-two steam-boilers, each with two furnaces, consuming nearly three hundred tons of coal weekly. The largest chimney has twenty-two of these boilers connected with it. By using properly constructed furnaces, and with good management on the part of the firemen, scarcely any smoke is to be seen issuing from the chimneys. No recent census of the establishment has been taken; but the number of persons employed is stated to be from four thousand to forty-five hundred, of whom a large percentage are women or girls. Seven thousand tons of flax are used annually, a quantity far exceeding what is worked up in the same time by any firm in the world. A considerable quantity of hemp is also manufactured.

The factory occupies a commanding site; and its elegant belfry and obelisk-shaped chimneys are conspicuous objects in the view of the town obtained from the east side. A wide public street separates the upper division of the establishment from the lower, but there is a direct connection between them below ground by means of a tunnel. Owing to the nature of the site, and the way in which extensions were made, the mills have an irregular appearance, which somewhat masks their extent. The front presented to Princes's street by the Upper Mills is, however, an imposing piece of masonry. It is two hundred and fifty feet in length, and consists of five lofty stories, with attics. Over the center of the front is a statue of James Watt, similar to that which stands in Adam Square, Edinburgh. This building forms the largest division of the spinning department. The managing partner is Mr. Peter Carmichael, whose extensive practical knowledge of the trade, coupled with a mechanical taste, has done much to establish the character of the goods produced at the Dens Mills. That gentleman, on our visit to the works, provided a guide, and suggested a route through the place which would enable us to trace in succession the processes to which the flax is subjected. We first looked into the warehouses in which the bales of flax are stored until required for use, and then into the heckling shops. Heckling is an operation whereby the fibers of the flax, as they come from the scutchers, are subdivided longitudinally into filaments of a fineness suited to the quality of cloth to be made. In order to produce a fiber of sufficient fineness for cambrics and lawns, only the best quality of flax is used, and the heckling has to be done with great care on fine heckles. Before the invention of heckling-machines, the operation was performed by hand, and the persons employed in that occupation formed a large proportion of those engaged in the linen manufacture. The hecklers were generally a rough lot of men, who were continually making unreasonable demands, and striking when these were not complied with. The personal annoyance and interruption to trade caused in that way led the manufacturers to devise means which would enable them to dispense with hand heckling. Machines were invented which perform the work as well as and more expeditiously than the hecklers, and the result was that the hand hecklers were thrown out of employment. The heckling machines used in the Dens Works are most ingeniously constructed. The flax is taken from the bales in small bunches, and each bunch has its ends presented to the "ending machine," which draws the fibers into a parallel position and removes any entanglement from the extremities. The bunches then pass to a heckling machine, where each is spread out and fixed between two pieces of wood, leaving the ends free. Thus held the flax is placed on the machine, the chief part of which consists of a revolving apron

rather studded with spikes arranged in five or six bands, the spikes increasing from the feeding side of the machine. The wood clamps, with their flakes of flax, slide along a rail placed above, and running transversely to the machine. When a fresh flake is laid on, all the others move one space to and are brought into contact with the various bands of heckles in succession, and emerge with all the fibers nicely dressed, and bearing a gloss which makes look almost like silk. The clamps are then unscrewed, the flax fixed by the clamp has passed over the heckles, and again put into the machine, which completes the process by bringing the fresh end of the fibers to the same degree of fineness as the first. Both sides, as well as both ends of each flake, are brought into contact with the heckles, a self-acting motion in the machine turning the clamps over each set.

When the flakes of flax come from the machine the second time they are brought to the central part, by which means each is kept separate for convenience of use.

The occupation of the hecklers is not a pleasant one, and, to those not familiar with the trade, it seems wonderful how people can live for many days in an atmosphere so laden with dust as that of the heckling rooms of a flax mill. So dense is the dust that it is almost impossible to distinguish persons at the remote end of a room many dozens in length; but, despite that fact, the workers do not suffer so much in health as would be supposed. Some of them wear respirators, extemporized from tin cans; but few of them take the trouble to use that simple preventive. The rooms are fitted with "dust extractors"—openings in the floor, through which a strong draught of air is drawn from the room—and by these the more deleterious particles of dust are removed.

The next process is spinning, which involves several operations—such as spreading, drawing, and twisting—which we need not describe minutely. The object of these operations is to bring the fibers to the required fineness, give them a parallel arrangement, and unite them into a continuous line or sliver. The flax is sent through the drawing machine again until it comes forth in a smooth even band, about an inch in width and about an inch in thickness. As the flax in this state has no twist to keep the fibers together, it is caught off the machine in tall tin cans, and is not subjected to any handling until the cans are opened. The sliver is fed into the roving-machine, by which it is still further drawn out and slightly twisted. The roving is wound upon large bobbins, which are then placed in the spinning frames, by which the roving is drawn out to the required fineness, and firmly twisted. Some of the flax is spun by the wet process, which adapts it to certain purposes. In wet spinning, the roving, in passing through the spinning frame, is made to dip into a receptacle filled with water, heated by a steam boiler. The hot water softens and separates the fibers, and admits of their being spun into a finer thread than if spun dry, while at the same time it causes the fibers to combine better with the body of the thread. The machinery used in flax spinning has been much improved in recent years, and is as great an advance upon that employed fifty years ago as the first spinning-jenny was upon the rock and reel. The full bobbins from the spinning-frames are passed to the reelers, who make up into cuts, boers, hanks, and spindles, each spindle containing fourteen hundred yards. In some cases the yarn is prepared for the loom directly from the spinning-frame, but generally it is bleached first. Messrs. Baxter are the proprietors of a large bleach-field, and are also the chief employers of several other firms of the same kind in the district. It would be impossible to conduct the bleaching of flax in town in consequence of the smoky atmosphere and scarcity of space. There are upwards of twenty bleach-fields in Forfarshire, most of which are used for bleaching yarn or cloth for Dundee firms.

After the bleaching process to be described afterwards, we shall follow the yarn through the other departments. In the winding and warping lofts, the hanks of yarn are wound upon a frame and wound upon bobbins, for the warping machines, or pirns for the looms. After the yarn is warped, it is dressed by being coated with paste, and the threads have been drawn through the heddles and reed, the yarn, together with the beam on which it is wound, is placed in the loom. These processes have been described in previous articles, so that it is unnecessary to refer further to them. At the Works they are all carried on in lofty, well-ventilated, and well-lighted

the weaving department, in which, as already stated, twelve hundred power-loom frames are employed, is broken up by the peculiar construction of the factory; but the principal feature of it presents an interesting sight. In a noble apartment, most conveniently situated, seven hundred and fifty-four looms are congregated, and a walk along the aisles between the lines in which these are arranged affords an opportunity for viewing various kinds of fabrics produced by the firm. The principal is navy sail-cloth, which an immense quantity is made, the chief supply for the British navy being furnished at present, as for many years past, by Messrs. Baxter & Co. Bleached sheeting, ducks, paddings, towelings, hammockings, Osnaburgs, and Hessian, among the other goods manufactured. The total quantity turned out yearly amounts to seventy million yards. When the webs are taken from the looms, they are

passed through rubbing machines, which, by a peculiar action, draw the warp threads closer to each other, and give a more solid body to the cloth. A web, which in the loom measures forty-two inches in width, will, after being rubbed, measure two inches less, and its length is at the same time increased. The cloth is next picked and cropped. The cropping-machine, which is similar to that used by woolen manufacturers, removes loose fibers and any roughness of surface. The operation which succeeds those—the calendering—is one on which the appearance of the cloth greatly depends. There are in Dundee a number of establishments solely devoted to calendering and press-packing linen and jute goods; but in the more extensive factories the work is done on the premises in a special department. Messrs. Baxter & Co. have extensive calendering works. The calender generally consists of five massive rollers, from five to six feet in length, set in an upright frame. Two of the rollers are composed of paper and the others of iron—one of the latter being hollow to admit of its being heated by steam. The rollers may be raised or lowered by hydraulic power according to the degree of pressure desired. The treatment to which the goods are subjected in the calender varies according to the nature of the fabrics. Thus the cloth may be either beetled, sarceneted, cylindered, chested, or mangled, as may be desired—the different style of finish given being the effect of putting the cloth through the rollers in particular ways, and continuing the operation for a longer or shorter period. The goods are next measured and folded by machinery, and the pieces, pressed separately in a hydraulic press worked by steam. When the goods are made up into bales, they are again put into the press and reduced to the smallest possible bulk, the amount of pressure put on being upwards of one thousand tons. Previous to the adoption of this mode of treating the goods, the bales were so light in proportion to their bulk that the vessels laden with them had to carry a large quantity of ballast. As the bales are made up, a consecutive number is painted upon each, along with the trade-mark of the firm, &c. For the removal of the raw material and goods to and from the work, a dozen horses are constantly employed. In addition to the persons directly engaged in the working of flax, the firm employ a large staff of mechanics, who make and repair all the machinery required about the works. The machine shop and foundry occupy an extensive building, fitted with the finest and most improved machines and tools for working in iron and wood; and, taken apart from the great establishment of which it forms a component part, would be reckoned a considerable place of its kind.

We have already mentioned that great care is taken to preserve the health and promote the comfort of the bodies of the work-people; we have now to state what is done for the improvement of their minds. Adjoining the works is a handsome and commodious school-house, to which all employed about the establishment have free access. Every expense connected with the school is defrayed by the proprietors, who take great interest in the education of their operatives, and, by a liberal distribution of prizes, encourage them to persevere in acquiring knowledge. There has been a school in connection with the works for upwards of thirty-eight years; but the present building is only ten years old. The thirty-eighth anniversary festival was held in May last, when upwards of a hundred prizes were distributed to the pupils. The chair was occupied by Sir David Baxter, the much-respected head of the firm, a gentleman who is known far and wide for the liberal and substantial aid which he has given to every good cause that commended itself to him. The annual report of the teacher showed that the average attendance was five hundred and seventy day scholars and three hundred and fifty-six evening scholars, making a total of nine hundred and twenty-six. For the instruction of these there are, in addition to the master and mistress, thirty paid monitors for the evening school, and twenty-four for the day school. The branches taught are reading, writing, and arithmetic, in addition to which the girls are instructed in sewing, knitting, and fancy work. There is a library in connection with the school, to which the elder pupils have access. The work-people generally appear to appreciate the kindness of their employers, to whom they have never given any trouble by combinations or strikes. They are a steady, well-conducted class; but this remark, it is but justice to say, applies equally to the other factory operatives in the town. In order to meet in some measure the rapidly increasing demand for house accommodation by the working classes, Messrs. Baxter & Co. last year built eighty houses in the neighborhood of their factory. Each house consists of three apartments, and, by means of outside stairs and balconies, all have independent entrances. The rents average about £8 10s., and all the houses are occupied.

In order to complete the description given above of the various operations in manufacturing flax, we shall give a brief account of the bleaching process, without reference to any particular establishment. About a hundred and fifty years ago the Dutch were esteemed the best bleachers in Europe. Their method was to steep the cloth for about eight days in ley made from vegetable ashes. It was then washed out with black soap, and placed to steep for about a week in a vessel filled with buttermilk. After another washing with black soap the cloth was spread on the grass for two or three weeks, during which time it was sprinkled at regular intervals with clear water. All these operations had to be repeated several times before the cloth was brought to the require-

purity, so that the material was for six or seven months in the hands of the  
 All the fine linen made in Scotland was at one time sent to Holland to be  
 The board of manufacturers paid great attention to this department of the  
 manufacture, and, as already stated, granted liberal rewards to persons who estab-  
 lish fields. The board paid the following sums for experiments in bleaching:  
 Spalding, £180; to Dr. William Cullen, Glasgow, £21; and to Dr. Francis  
 O. The first important improvement in bleaching in this country was made  
 me, who for buttermilk substituted water acidulated by sulphuric acid.  
 y facilitated operations, as it enabled the bleachers to do in twelve hours  
 only required nearly as many days. In 1785 chlorine was discovered and  
 y applied to bleaching by Berthollet, a French chemist. An establishment  
 ng by chlorine started at Aberdeen in 1787, and was the first of the kind in  
 y. Chloride of lime, a substance of more convenient application, was dis-  
 1798 by Mr. Tennant, of Glasgow, and is now the principal chemical stuff  
 aching. Mr. Alexander Drimmie, in 1820, substituted soda ash for potash  
 ching. This greatly cheapened the cost of the operation, and linen cloth  
 bleached in a few days by the use of the soda ash alone, almost without  
 the grass. In 1825 Mr. Drimmie effected a further and important improve-  
 venting a machine for washing the cloth. The substances which require to  
 of by bleaching are—first, the organic coloring matter naturally present in  
 second, resinous and fatty bodies, also inherent in the fiber; third, weavers'  
 id perspiration, taken up during the process of weaving; and, fourth, certain  
 rthy substances. To separate these from the cloth it is subjected to a series  
 ns such as washing, boiling in lime-water, scouring in a solution of sulphuric  
 The cloth is then sent to the calender and finished. Cotton loses about one-  
 of its weight by bleaching, and linen about one-third.

FACTORY OF MESSRS. COX BROTHERS, LOCHEE—THE MIXED FABRICS WEAVING  
 FACTORY OF MESSRS. SMITON & CO., CARNOUSTIE.

rtance to Dundee of the introduction of jute has already been pointed out.  
 se of a few years the Indian fiber has come so extensively into use that the  
 re of linen on which it was grafted has been deposed from the position which  
 ipied as the staple trade of the town. In dealing with the trade of Dundee,  
 would be difficult to dissociate flax and jute; for, though one or two firms  
 ir attention solely to the manufacture of flax, and a few to jute alone, all  
 nanufacturers work both fibers, sometimes mixing them in certain propor-  
 at others keeping them distinct. That being the case, we shall deal with  
 ers under the same heading. We selected the firm of Baxter Brothers & Co.  
 to the manufacture of pure flax, and shall now give some account of an  
 ensive factory in which jute alone is used.

age of Lochee, which lies within the municipal boundary of Dundee, had  
 onnection with the linen trade. Towards the close of last century there  
 three hundred looms in the village, and these were chiefly employed on coarse  
 hich four thousand eight hundred and sixty pieces, valued at £12,520, were  
 nnually. The cloth was bought by several merchant weavers, who disposed  
 idee and Perth, or sent it into the English market. The first of these mer-  
 ers was a Mr. Cox, who died in 1741, and whose family are mentioned in the  
 account of the parish, published in 1793. It is stated that the family were  
 ged in the same line, much to the credit and advantage of themselves, and  
 ir industry and example the district was principally indebted for its flourish-  
 on. They bought cloth from the weavers, as their ancestors had done, and  
 hing it at their bleach-work, near Lochee, sent it into the market. The  
 carried on would appear to have always been in a healthy state, and a gradual  
 of the bleaching department took place, until the fields in connection with  
 easured not less than twenty-five acres. At the close of the bleaching  
 19, when the warehouses were filled with finished cloth, a fire broke out and  
 he whole, entailing enormous loss on the representatives of the fourth gen-  
 the family, who then owned the work. Instead of rebuilding the bleach-  
 permanent way, Mr. Cox ran up a few temporary buildings to serve till the  
 of his lease. Meantime, he had turned attention to the manufacturing  
 t of the trade, and established a weaving factory in Lochee. Mr. Cox was  
 in 1827, by his eldest son, who in 1841 took three of his brothers into  
 p with him, and these gentlemen constitute the present firm of Cox Brothers,  
 ory, known as the Camperdown Linen Works, is one of the most extensive  
 ete of the kind in Britain. The firm were among the first who made experi-  
 h jute, and such was their success therein that they gradually discarded flax,  
 heir vast establishment is entirely devoted to the manufacture of jute. They  
 own buyers at Calcutta, and import the raw material direct; while they are



perhaps the only firm in the district who complete within their works all the operation of spinning, bleaching, dyeing, weaving, printing, calendering, and packing.

The Camperdown Linen Works, the chief portion of which was built between the years 1845 and 1850, occupy eighteen acres of level ground on the north side of the village of Lochee. The works have been constructed on a regular and well-considered plan, so as to admit of almost unlimited extensions without interfering with the convenience of arrangements, whereby the various processes are conducted without waste of time or labor in shifting the material about. The design of the buildings is characterized by much neatness, and an elegance and airiness pervade the place, which show an extraordinary advance on the notions as to what a factory should be. It is not many years since the ideal of a factory was a hideously plain building of many low stories, into which the light struggled through windows about two feet square, the dust and dirt on which it would have been considered something like sacrilege to have removed. Anything approaching to ventilation was not thought of, and consequently no provision was made for the admission of air to the sickly operatives. Now, and particularly in the case of the factory we are describing, the stories are from fourteen to seventeen feet in height, and every room is thoroughly ventilated. No class of workers are better cared for in the matters of light and ventilation than those in the more extensive factories in the linen manufacturing districts. It may be that the factory laws are to some extent to be credited with this; but it is due to the owners of many of the factories to say that in the matters referred to they have far exceeded the requirements of those laws. We were fortunate enough to be at the Camperdown Works when the operatives were leaving for dinner, and, as they poured for five minutes through a broad thoroughfare, had a good opportunity for forming a general opinion as to the effect of their work upon their health; and we think it would be difficult to get together in any locality of Scotland a like number of more ruddy, well-conditioned, and cheerful-looking damsels.

A branch line of railway connects the works with the main system, and by it some of the raw material is brought in and the finished goods sent out. The jute is deposited in two immense stores, detached from the main body of the factory, whence it is withdrawn as required. The first operation in manufacturing the fiber is "batching." One of the great obstacles which the early workers in jute had to contend with was the hard and dry nature of the fiber. They could neither get it to spin nor weave satisfactorily. Old machines were altered, and new ones devised, with the view of overcoming the peculiarity of the jute; but none of these were successful until the idea occurred to some one that the jute might be softened by being moistened with oil. This was tried and found successful to a degree beyond expectation. In order to trace the material in its progress through the mills we were first conducted to the batching-room, where the oil is applied. The jute is spread in layers along one side of the batching-room, each layer receiving an abundant sprinkling of oil and water. In that condition the jute is allowed to lie a certain time, according to the season and temperature. The fibers of jute are from five to eight feet in length, and sometimes even more, and, in order to bring them to a spinning condition, the fibers used to be cut; but as a square end was not favorable to complete hackling nor correct spinning, the fibers are now torn asunder by being fastened by the ends to iron bars placed on either side of a wheel having a number of stout spikes on its rim. After a handfull of jute is fastened to the bars, the latter are thrown forward, the spikes strike the jute in the center, the fibers are dis severed, and a fine-pointed end appears on each side. From this stage the processes which the jute goes through in being converted into cloth are so similar to those to which flax is subjected that we need not describe them in detail. The machinery used in the Camperdown Works is of the latest and most improved construction, and is all made on the premises.

In the weaving shed seven hundred power-looms are employed in making plain and twilled sackings, and all the other fabrics usually made of jute; and in another part of the establishment three hundred hand-looms are engaged on carpeting. The firm has paid much attention to the last-named branch, and have brought the manufacture of jute carpets to great perfection. For certain kinds of carpeting Messrs. Cox hold a patent, and some of their productions are characterised by considerable beauty of design. There is an extensive dyeing shop at the works, in which all the yarns required for colored goods are dyed. The colors used are of the most brilliant hues, and the jute takes them on more readily than any other fiber known. Jute carpeting is so cheap that it is within the reach of the humblest householder. Some of it is sold at about eightpence a yard, and, considering its appearance and durability, is a wonderful bargain.

Without going more minutely into the processes, or describing at length the various sections of the establishment, we shall give a few statistics relating to it, which will show its extent and importance, perhaps, in a more forcible way. As already stated the works occupy eighteen acres of ground, a considerable portion of which is covered by buildings. The area of the floors of the building is fifty thousand square yards, about ten and one-third acres. The machinery is propelled by steam-engines varying from

one hundred and twenty horse-power; the aggregate nominal horse-power is one hundred and eighty; and the indicated horse-power eighteen hundred and fifty. For these engines is generated in twenty-two boilers ranged side by side in the factory. The smoke from the furnaces is carried off by an ornamental chimney three hundred feet in height and thirty-five feet in diameter at the base. The chimney alone cost £3,000. The quantity of coal consumed is about fifteen thousand tons annually. There are four thousand three hundred persons employed within the works, and to these the firm employ four hundred sack sewers, who work in their own shops. The wages paid are the same as those current in the trade. Fourteen million yards of cloth are turned out annually, and about half that quantity of other fabrics. There is a free school for the workers, at which there is a regular attendance of about one hundred pupils. The factory operatives are informed of the flight of time by a street clock which chimes the quarters.

The representative factory that we have selected is that of Messrs. James Smieton & Co. The factory, though belonging to a Dundee firm and having its head office in that town, is situated near the village of Carnoustie, about ten miles away. It has long been celebrated for the manufacture of bleached sheetings and similar goods. In the year 1857, Messrs. Smieton selected a fine piece of level ground to the west of the village, and thereon built a power-loom factory, which bears the name of Carnoustie Works, and is regarded by the trade as a model establishment. It is small compared with the great factories which we have previously described, but in its arrangement of departments and completeness of organization it is unsurpassed. We have chosen the Carnoustie Works to illustrate the manufacture of mixed goods, although a considerable portion of the goods produced are of pure flax or cotton. Messrs. Smieton have for many years taken the lead in introducing new fabrics and mixtures of various materials. The ground occupied by and pertaining to the factory is about ten acres in extent, and has a frontage to the Caledonian railway of one hundred feet. The central part of that frontage is occupied by a fine two-story building one hundred and twenty-five feet in length. There is a siding on the railway for the service of the factory. The wagons containing the yarn are passed on to the siding and brought into the works one by one. In the center of the front of the building there is a large archway for admitting the wagons. On one side of the archway is the yarn store; and in order to inspect the processes in regular order we have arranged the departments as follows. The yarns used are respectively composed of flax, tow, hemp, cotton, and some of these are made in Forfarshire and Glasgow, and some are imported from Ireland. Over the yarn store is the winding room, a fine apartment two hundred and twenty-two feet in length, into which the yarn is raised by an elevator. The winding room occupies a central position in the works, being bounded in front by the main entrance, which we have described, in rear by the calendering and finishing department, on the left by the warping and dressing room, and on the other by the engines and packing department. The weaving shed is one hundred and eighty feet in length by one hundred feet in width, and contains four hundred power-looms. The departments in which the weaving operations are carried on adjoin each other; and the yarn, which passes through the winding room, makes a circuit of the place, and emerges at the back of the weaving shed ready for transportation. This is an admirable arrangement, which facilitates operations and saves expense. The variety of fabrics that may be produced by using different qualities and combinations of the yarns we have named is almost infinite. During our visit to the establishment there were no fewer than eighty different kinds of cloth in the looms, and these did not nearly exhaust the list, which consists of five hundred articles—mixtures of tow with jute and flax, with jute and cotton; but a great variety of fabrics are produced by mixing cotton with flax. The quantity of cloth made is about five million yards annually, a large proportion of which consists of “drills,” “padding,” “ducks,” “Russian,” “Russian for the United States,” “West Indian,” and “Mexican” markets. Checks and endless variety are also made for the same market. The machinery, which is of the improved kind, includes four cropping machines, three calenders, and one mangle, the latter working under a pressure of sixty tons. The combined force of the engines in use is upwards of two hundred horse-power. The number of persons employed is about six hundred. Space will not permit us to go more minutely into the details of the factory department of Carnoustie Works; but there is an institution connected with it which we must not neglect to mention. About four years ago Messrs. Smieton spent £2,000 in the erection of an institute for the use of the work-people. The building, which is two stories in height, is one of the finest in or near Carnoustie, and is a monument of the liberality of the founders. The ground-floor of the institute is occupied by a house for the keeper, a class-room, library, reading-room, cloak-room, and a hall. The reading-room is liberally supplied with daily and weekly newspapers, and with a bagatelle board, draught boards, &c. The upper portion of the institute consists of a fine hall, provided with a piano and harmonium. The day scholars attend school in the class-room, and in the evening such of the female workers as choose to attend the hall to receive instruction in reading, writing, needlework, &c. Two

teachers are employed, and the books, stationery, newspapers, magazines, &c., provided free of charge. Indeed, the whole expenses of the institute are defrayed by Messrs. Smieton, to whom the yearly cost cannot be less than £300. Finding that their work-people had difficulty in obtaining suitable accommodation in Carnoustie, they have recently built eighty houses in the neighborhood of the factory. The houses are one story in height, and each consists of three apartments, with a scullery, and plot of garden ground behind. The houses and their surroundings have a clean and tidy appearance. The rents average about £5 10s. per annum. After learning so much about the liberality and attention of Messrs. Smieton, it was with regret that we heard that the work-people were slow to appreciate the educational advantages placed within their reach, and that the members in attendance at the institute were not such as might reasonably be expected.

The descriptions that have been given of the factories selected to represent the various branches of the flax and jute manufacture sufficiently indicate the nature of the operations carried on in all the others; and we shall conclude our notice of the linen and associated manufactures by briefly mentioning a few of the firms who, besides Messrs. Baxter Brothers & Co., and Messrs. Cox Brothers, employ one thousand persons or upwards. In September, last year, there were in Scotland sixteen firms engaged in the manufacture of flax, hemp, and jute, who employed a thousand persons or upwards, the aggregate number of operatives being thirty-one thousand one hundred and sixty-two, or an average of about one thousand nine hundred and forty-eight. Four of those firms were spinners, but not weavers, and all the others were spinners and weavers. The number of spindles employed by them was two hundred and fifty thousand four hundred and fifty-four; of power-looms, five thousand one hundred and seventy-seven; and the nominal horse-power of their engines was six thousand and fifty-seven. The works of eight of the firms are located in Dundee, two in Glasgow, two in Greenock, and one each in Aberdeen, Johnstone, Markinch, and Arbroath.

Of the great firms in Dundee, two have already been noticed. The third in order is that of Messrs. A. & D. Edward & Co., established in 1828. Their factory is situated on the Scouringburn, and the main portion of it consists of a fine building three hundred feet in length and five stories in height, in which the spinning operations are carried on. The weaving department occupies an extensive range of buildings behind the main block. In the spinning mill there are eighteen thousand four hundred and eighty-six spindles; and in the weaving factory six hundred power-looms. All the goods are finished and packed on the premises. The works, like nearly all those recently built, are fire-proof throughout. The goods manufactured embrace all varieties of flax and jute fabrics; and the establishment is exceptional as being the only one in the district in which linen damasks are made on an extensive scale. The number of persons employed is three thousand three hundred. Messrs. Gilroy Brothers employ upwards of two thousand persons in their Tay Works in the Lochee road. The establishment has a frontage of one thousand feet, of which four hundred feet are occupied by a splendid block of buildings recently erected. The latter is by far the largest and most imposing structure in Dundee. It is five stories in height in the center, and four in the wings. The central part terminates in a pediment, in the tympanum of which the Dundee arms are boldly sculptured in stone, and on the apex there is a colossal figure of Minerva with her spindle and distaff. The firm have greatly extended their works since 1861. Then they employed engines of eighty horse-power; now more than four times the power is required to move their machinery. The material manufactured consists chiefly of jute. Messrs. Gilroy are extensive ship-owners, and the jute used in the factory is brought from India in their own vessels. A spinning mill, built by Messrs. J. & A. Grimond, at Bow Bridge, Dundee, in 1857, was and is still considered to be the finest structure of the kind in existence. The machinery is of the finest construction, and the building throughout is elegantly fitted up. There are three thousand six hundred spindles in the mill, and one hundred and thirty-six power-looms in the weaving department. Messrs. Grimond have hand-loom and power-loom factories at Maxwelltown and altogether employ about two thousand persons. Among the goods manufactured are carpeting, matting, and hearth rugs. Mr. O. G. Miller owns five mills in Dundee. They stand contiguous to each other, and all are devoted to spinning. There are three steam-engines of two hundred and sixty horse-power, sixteen thousand nine hundred and seventy spindles, and nearly two thousand work-people. The St. Roque Spinning Mill, and the Wallace Power-loom Factory, owned by Messrs. W. R. Morrison & Co., are extensive concerns. They contain five thousand spindles, five hundred and ten power-looms, and the motive power is supplied by engines of two hundred and twenty horse-power. The work-people number about two thousand one hundred. The Seaforth Works, belonging to Messrs. Thomson, Shepherd & Briggs, were started about four years ago, and have had a rapid growth. They now contain six thousand spindles, one hundred and twenty power-looms, and gives employment to upwards of one thousand persons. The firms out of Dundee who employ one thousand persons and upwards are Messrs. Richards & Co., Aberdeen; City of Glasgow Flax-spinning Company; Glasgow Jute Company; Messrs. Finlayson, Bousefield & Co., Johnstone; Gourrock Rope

y, Greenock; Messrs. John Fergus & Co., Prinlaws; Mr. Andrew Lowson, Ar-  
and the Greenock Sacking Company. Messrs. Don Brothers, Buist & Co. have  
started in Dundee a large and handsome mill for spinning flax and jute. All  
linery has not yet been put in; but we understand that, when in full work, the  
employ upwards of two thousand hands.  
remains to add that the work-people employed in the flax, jute, and hemp fac-  
Scotland are a most industrious and contented class. They are well cared for,  
l, and appear to spend their money in ways most conducive to their health and  
a. Many of the men are keen politicians; and in each of the many establish-  
at we have visited daily papers were either subscribed for by the men or pro-  
the masters, and it was no unusual sight to see, during the spare minutes of  
hours, a group of eager listeners crowded round one of their fellows who,  
an empty cask, read aloud the news of the day. The women devote their  
e to discussing the fashions in dress and similar matters. There is nothing  
ue in their work-a-day attire, though some of them contrive to impart a de-  
eatness to their mill clothes. A stranger unacquainted with the habits of the  
bt, in a place like Dundee, ask what became on Sunday of the thousands of  
thronged the streets at meal-hours and in the evenings during the week, for  
fail to recognize them in the array of gaily-dressed ladies who crowd the pop-  
ches, and at other hours almost monopolize the favorite promenades of the  
he usual working time in the factories is sixty hours a week; and the rates of  
rages are as follows: Men—Overlookers in the spinning department, 14s. to 35s.;  
eaving department, 25s. to 34s.; warpers, 20s. to 25s. Lads and boys—Pre-  
spinning, 4s. 6d. to 8s.; hecklers, 4s. to 7s.; warpers, 4s. 6d. to 7s. Women—  
for spinning, 6s. to 10s.; spinners, 8s. 6d. to 14s. 6d.; reelers, 8s. to 13s. 6d.;  
7s. 6d. to 15s.; warpers, 9s. to 14s.; weavers, 8s. to 15s.

BELFAST.—T. K. KING, *Consul.*

DECEMBER 31, 1867.

nt showing the description and value of the exports from this port to  
the United States during the quarter ended this day.

	£	s.	d.
.....	9,654	2	3
duck, &c.....	7,589	0	2
chiefs, damasks, linens, fronts, bodies, robes, jets, diapers, napkins, lawns, mulls, towels, &c.....	103,178	2	4
.....	102,324	15	7
chiefs.....	26,735	12	8
pkins, and flax.....	12,566	17	7
ck, and linen coating, and cloth.....	20,470	11	0
.....	1,814	13	8
nd lawns.....	1,746	15	6
ine and whisky.....	250	14	1
.....	766	15	0
.....	368	13	1
.....	404	17	6
.....	2,178	7	7
for quarter ended December 31, 1867.....	290,049	18	0
for quarter ended March 31, 1868.....	399,359	0	6
for quarter ended June 30, 1868.....	298,130	17	0
for quarter ended September 30, 1868.....	440,922	6	3
nd total.....	1,138,412	3	9



IRELAND.

DUBLIN.—WM. B. WEST, *Consul.*

DECEMBER 31, 1867

*Statement showing the description and value of the exports from this port to the United States for the quarter ended this day.*

	£	s.
Linens.....	10,059	3
Salted skins.....	7,356	7
Irish poplins.....	7,305	8
Porter.....	2,523	18
Old iron.....	2,366	0
Oil leather.....	677	14
Sausage casings.....	596	4
Whisky.....	545	18
Glue.....	499	3
Unions.....	443	10
Books.....	401	9
Patent prime wine for coloring brandy, &c.....	393	19
Women's corsets.....	325	18
Bleaching powder.....	313	17
Whip strings.....	291	18
Cotton cloth.....	175	6
Balbriggan hosiery.....	173	19
Mustard.....	133	10
Sundries.....	383	0
Total for quarter ended December 31, 1867.....	34,965	11
Total for quarter ended March 31, 1868.....	24,143	10
Total for quarter ended June 30, 1868.....	30,789	18
Total for quarter ended September 30, 1868.....	53,370	18
Grand total.....	143,270	57

QUEENSTOWN.—E. G. EASTMAN, *Consul.*

NOVEMBER 19, 1868

In compliance with the Consular Regulations, section 72, I have the honor to inclose herewith a report on the commercial interests of County Cork and also to inform you that there has been no change in the laws of this country affecting commerce. There is still a constant tide of emigration setting towards the United States, which is fast depopulating this country, and making agricultural labor so expensive that people are turning all their attention almost exclusively to grazing. \* \*

The population of the county has been, with regard to number, on a descending scale for the last twenty years. This was accelerated by failure of the main food of the people, the potato, and the changes which ensued in the occupation of the land, a vast area having been thrown out of tillage and devoted to pasture, thereby lessening farm labor. At the same epoch, the encouragement given by the United States to the young branches of the farming population, as well as the mere servants, filled the emigrant ships which daily left the port of Cork. The vast majority already left and still leaving this shore, though not still in such numbers as in previous years, were the children of the working farmers, and in many instances the land occupiers themselves, who disposed of the in

their holdings to neighboring tenants, who required larger acreage and increased stock. Another addition to the number of emigrants was origin in political disturbances, warning many steeped in rebellion to flee arrest by flight across the ocean. These, with other personal instances, have lessened the population of Cork by one-fourth within a term of years. During the year ended December 31st, last, 20,810 souls left the port of Cork for America, but a large proportion were from adjoining counties. The following is an estimate of the number of persons longed to the county and city that emigrated during the last five years:

.....	127,930	1863.....	20,810
.....	7,586	1864.....	17,841
.....	10,906	1865.....	14,419
.....	9,488	1866.....	15,396
.....	15,693	1867.....	11,806

IMPORTS.

Appendix M is given the imports by direct sea voyage and other to Cork during the six months ended June 30, 1868. These are not so great as in estimating the various merchandise landed at the port, the month of June being in advance of the season of arrival. The blank of winter and of timber will explain this want, as the St. Lawrence River does not run clear of ice sufficiently early in the spring to admit of vessels reaching this port before the months of July and August. The deliveries of the year may, however, be taken as an estimate of the future. During the arrival months of 1867 there were landed at Cork 7,820 loads of 136,795 deals, 381,892 staves.

IMPORTATION OF FUEL.

There are fifty-four sailing vessels, all belonging to the port of Cork, engaged in the importation of coals into this city from Wales, North Wales, and Scotland. Their cargoes average 250 tons, making 13,500 of burden, exceeding the average registered tonnage of the fleet by 10,125 tons. The fifty-four vessels make each twelve voyages a year homeward, returning and landing at this port some 160,000 tons of coal per annum. Besides this amount, a ship of the Cork Steamship Company discharges 100 tons per week for general consumption, estimated at 50,000 tons each year. All these cargoes make a total of 210,000 tons, distributed for local use. But these figures do not represent the quantity imported, as a large trade through colliers is carried on in the small harbors and creeks around the extensive coast of Cork.

EXPORTS.

Exports, as given in detail in Appendix N, disclose the meagreness of the manufacturing industry represented by the shipments from the port of Cork, declaring this to be purely an agricultural county.

MANUFACTURES.

In the past, ere the introduction of steam channel communication and railways, and the adoption of steam power to manufacturing processes, and the substitution which science afforded of new materials in the production and preparation of the many requisites of man, a large portion of the population of Cork supported themselves by hand industry.

try. But the enterprise and capital of the sister kingdoms, (England and Scotland,) availing of inventions superseding manual employ and the materials hitherto used in manufactures, occasioned the decline and in most instances the total failure of remunerative occupations. Hand-loom weaving of woollens and linens quickly receded when brought into competition with the steam-power looms of Lancashire and Yorkshire, in England; and even the boot and shoe trade, so far as the working man is concerned, is all but a monopoly of that country since the introduction of sewing machines. In fact, few trades in this country have escaped the annihilating influence of machinery and money capital.

#### FOUNDRY AND METAL WORK.

There is but scanty employment afforded in these trades. At long intervals vessels of small tonnage are built in this port, but repairs are effected in vessels' timber and iron, and to their propelling and other machinery, at the Victoria and Queenstown Docks, and at an establishment on the river in the city. The Cork Steamship Company, which heretofore built their own vessels at their works in Cork, now devote them solely to repair and refitting.

The foundry and metal works in Cork are mainly occupied in the fitting and repairing of local mill machinery, all agricultural implements and other machinery being imported from England and Scotland.

#### CURED PROVISIONS.

A marked revolution has affected the trades devoted to the processes of preserving provisions for the marine service. While the naval, military, and civil were dependent on wind sails for performance of voyages, large stores of heavily salted provisions were required to victual the several fleets; but now steam power having brought distance within fixed hours, large stores are no longer needed. Again, the British government naval service having become its own purveyor of mess beef, the lucrative trade that had existed is now destroyed, and the merchant victualler is merely used by the government as a provender of salted pig meat, known as pork.

The large trade in swine flesh is that of bacon cure. The preservation of the meat is secured by congelation, which novel process has opened a large market for the ice of Norway. The sides or flitches of the animal thus prepared are packed in bales of two and a half hundred weight each for export. About twenty-three thousand two hundred are annually forwarded, representing thirty-eight thousand hundred weight of one hundred and twelve pounds each. The hams or hind quarters are cased in casks. These are shipped at the rate of one hundred each year, or eight thousand hundred weight, which gives a total of forty-six thousand hundred weight of the fine portions of the animal. The inferior pass into local consumption.

In addition to the quantity of the contract for pork for her Britannic Majesty's navy, made up in Cork, about two thousand barrels are exported on private account.

#### FLOUR.

There are forty-eight mills grinding grain in the city and county of Cork, many of which are worked by steam, the others by water. These mills drive about four hundred pairs of stones. The average weekly manufacture of flour is about twelve thousand sacks.

## PORTER.

The brewing trade has of late years been prosperous in the city of Cork, so much so that it brought into existence two more of these costly establishments. Last year the export of porter was six thousand hogsheads, each of sixty-three gallons, and the home trade would multiply these figures by twenty.

## MALT.

A kiln drier at Ballinacurra, to the north of Cork City, prepares and ships to England about twenty thousand barrels of malting barley per annum.

## WHISKY.

There are at present but three distilleries at work in this city, besides one in Middleton and one in Bandon. These are all the manufactories of whisky on the Cork side of the metropolis, and not unlikely the only ones out of Dublin. The three distilleries in Cork and that in Middleton now belong to one copartnership. It is estimated that the five produced within the past distilling season about 1,443,000 proof gallons of spirits. At times continental causes accelerate the trade; as, for instance, when distilling from grain is prohibited in France, large quantities of spirits are exported from Ireland to the European continent to make low-priced brandies; as, also, when the grape crop was not prolific large consignments were made to Portugal to be used in fortifying liquors.

## WOOLENS.

The principal factory for the making of wool into cloth is at Blarney, within two miles of Cork City. It employs two hundred hands, and produces annually some ten thousand half pieces of cloth, technically called "hinds," each measuring about twenty-five yards. The woollen fabric principally made at this factory is known by the public as "tweed," but by the trade as "dry finished goods." It is prime wool woven in varied patterns, and was awarded a medal at the late International Exhibition at Paris. There are twenty double-weaving looms employed. Here, also, wool is spun into yarn for stockings, which brings in England the highest price.

At Middleton there is a factory of flannel frieze and coarse wool cloth, where twenty thousand spindles are worked; another at Whitechurch in flannel frieze and flannel yarn; two others at Glanmire and Factories; and also one in this city for the manufacture of flannel yarn.

## FLAX SPINNING.

An effort is made to revive the linen manufacture in this locality. In 1865 the first flax mills were erected in Cork City. They are the property of a company induced into the speculation by the high figure cotton had attained during the war in the United States of America. The mills are extensive, erected at a cost of £53,000. They were not all at work until an advanced period of last year. On this day (12th of June, 1868) there were twelve thousand spindles employed, tended by seven hundred and forty workers. They spin 1,000 bundles per day, valued at 5s. 6d. each, producing £90,000 per year. The



workers' emolument varies through efficiency from 3s. 6d. to £1 each week individually. The machinery is kept in motion by steam power.

Another similar factory was subsequently instituted by an individual at Douglas, within four miles of the city. It has five thousand spindles, and gives employment to four hundred people. Its produce and expenses are in proportion the same as the Cork mills.

#### COTTON WEAVING.

It is only the last week of this year that the first cotton factory worked by steam machinery has been at work in this city, or has been instituted in this county. It is proposed that as the works progress, the spinning of the thread shall also be an occupation of the factory. There are now one hundred and forty looms at work. The employés, who belong to the population, are being educated to the performance of their work, and are expected soon to be expert and efficient.

#### LEATHER.

The number of tanneries and the industry they afforded have decreased one-fourth in the county and city of Cork for the last twenty years. At present there are but eight at work in the city and five in the county, (at Brandon,) none of them being fully engaged during the year. The skilled hands have consequently from time to time been compelled to emigrate to England, America, and Australia, in search of permanent employment. Those in the trade have no hope of its revival, but anticipate further reverse. The manufacture of heavy leather, heretofore prosperous, is now almost extinct, arising from the dearth of heavy hides. These were the skins of the old Irish cow, as it was designated, an animal acclimatized to maintain browsing, and inured to atmospheric exposure and inclemency. This animal is all but extinct, being replaced by the more profitable stock of the yarmer, whose fineness of breeding and thinness of hide require better fodder and careful housing.

Another cause of the depreciation of the tanning trade is the application of steam in the vessels of the British navy, so considerably diminishing their time at sea as to avoid large stores of provisions; and further, the system lately adopted of slaughtering at the Deptford naval depot where mess beef is prepared for her Majesty's seamen.

#### PAPER.

The manufacture of paper of all qualities had given large employment in Cork, but legislative changes in regard to duties charged for government purposes have all but concentrated the manufacture in England and Scotland. At present there are but two mills worked in the county at Glenville and Blarney, the former for export and the latter for home requirements. They only make the lowest class papers—brown and lapping. The export of this paper for the last six months was thirty-eight bales, and throughout the previous year nineteen hundred and seventy-seven bales.

APPENDIX M.

*not showing the description and quantity of direct imports into the city of Cork from 1st January to 30th June, 1868.*

, 934,283 hundred weight ; Indian corn, 460,138 hundred weight ; barley, 71,864 weight ; flour, 2,948 barrels ; slate, 1,028 tons ; sugar, raw, 25 hogsheads ; w, 4,331 tierces ; sugar, raw, 42 barrels ; sugar, raw, 916 bags ; sugar, refined, eads ; sugar, refined, 26 tierces ; tea, 12,313 chests ; coffee, 1,109 bags ; rice, 741 t, 2,620 tons ; iron, wrought, 89 tons ; iron, rod, 2,561 tons ; iron, pig, 340 tons ; inga, 1,028 tons ; tallow, 451 tons ; tin, 2,103 boxes ; soap, 14,511 boxes ; candles, ; bark, 631 tons weight ; valonid, 107 tons weight ; sumac, 61 tons weight ; 101 ; kips, 4 bales ; oil, 831 pipes ; bales of woolens, 3,451 ; old apparel, 62 ses and boxes, 7,422 ; trusses goods, 3,981 ; hats, 153 boxes ; guano, ; herrings, 5,357 barrels ; dry fish, 812 tons ; wine, 187 pipes ; wine, 520 hogs- ine, 410 quarter casks ; wine, 713 cases ; brandy, 120 hogsheads ; brandy, 5,013 m, 40 puncheons ; tobacco, 412 hogsheads ; tar and pitch, 1,320 barrels ; resin, ls ; hemp, 107 tons weight ; canvas, 18 bales ; wood hoops, 1,067 bundles ; d oranges, 821 boxes ; dried fruit, 1,026 boxes ; corkwood, 107 tons ; hops, 586 ; seeds, 5,657 bags ; saltpeter, 2,969 bags ; brimstone, 187 tons ; leather, 2,331 , 1,861 tons measure ; glass, 1,341 crates ; earthenware, 863 crates ; cement, els ; sundries, 13,271 packages.

APPENDIX N.

*not showing the description and quantity of the exports from the city of Cork from January 1 to June 30, 1868.*

131,074 firkins, each 70 pounds ; eggs, 15,287 boxes ; provisions, 1,418 tierces, els ; bacon, 20,027 bales ; hams, 590 casks ; lard, 13 casks ; lard, 2,807 barrels ; tierces ; lard, 1,215 kegs ; pigs, 16,046 ; sheep, 60,519 ; cows, 7,918 ; calves, orses, 249 ; scrap iron, 581 tons ; petwood, 7,406 tons ; gunpowder, 16,065 wheat, 11,602 barrels ; Indian corn, 3,596 tons ; oats, 119,472 barrels ; oat- tons ; flour, 4,028 barrels ; barley, 14,387 barrels ; bones, 162 tons ; soap, 10 ndles, 81 boxes ; paper, 38 bales ; rags, 263 tons ; leather, 432 bales ; porter, heads ; salmon 371 boxes ; whisky, 1,038 puncheons, 3,453 hogsheads. adum.—The barrel of wheat is twenty stones of fourteen pounds each ; bar- m stones ; oats, fourteen stones.

BRITISH NORTH AMERICAN PROVINCES.

*not showing the description, quantity, and value of exports to the United States from the British North American provinces for the year September 30, 1868.*

946 barrels.....	\$15, 249 43
nts, 6 boxes.....	87 16
ral implements.....	10, 980 60
ings, 15 barrels.....	174 49
ched, 1,830 tons.....	994 28
ched, 21,200 bushels.....	835 00
13,878 pounds.....	2, 919 48
4 cases.....	234 00
ozen.....	645 00
gallons.....	531 10
crude, 19 tons.....	151 61
, 2.....	153 75
rrels.....	368 00
10,750 barrels.....	34, 124 66
.....	34 10

Antimony ore, 100 tons.....	1
Bran, 2,642 tons.....	13,
Butter, 4,029,127 pounds.....	712,
Bark extract, 15,568 barrels.....	135,
Bags, 5,444.....	1,
Beef, 200,775 pounds.....	15,
Biscuits, 710 pounds.....	
Bridles, 14.....	
Bladders, 2,050.....	
Bolts, shingle, 29 cords.....	
Bolts, stave, 12,202 cords.....	42,
Bolts, snath, 242 cords.....	
Binders, shook, 850.....	
Barrels, 4,707.....	
Bells, 336.....	
Broom handles, 77,000.....	
Bucks, 182,700.....	1,
Buckwheat, 513 bushels.....	
Buckwheat flour, 2,100 pounds.....	
Block tin, 50 pounds.....	
Balsam of fir, 1,108 gallons.....	1,
Brandy, 18,781 gallons.....	31,
Brandy, 267 cases.....	1,
Bones, 437 tons.....	12,
Bone dust, 70,166 pounds.....	
Bone black, 59 tons.....	1,
Bone fan sticks, 18,800.....	
Books.....	2,
Blankets, 29.....	
Bristles, 662 pounds.....	
Beans, 13,051 bushels.....	19,
Barley, 3,787,468 bushels.....	3, 465,
Boots and shoes, 44 cases.....	1,
Boxes, 193.....	1,
Bath brick, 184,431.....	2,
Beef tongues, 2,095 pounds.....	
Clay pipes, 8,395 boxes.....	7,
Candle wick, 214 pounds.....	
Clothing, 73 cases.....	8,
Cut nails, 15,000 pounds.....	
Canada plates, 319 boxes.....	1,
Castile soap, 7,730 pounds.....	
Cream tartar crystals, 11,522.....	1,
Cattle, 29,531 head.....	891,
Cattle hair, 78,926 pounds.....	2,
Cattle tails, 18,140.....	
Cotton shawls, 6.....	
Combs, 2,974.....	2,
Cheese vat, 1.....	
Chestnuts, 6 barrels.....	
Clock dials, 100.....	
Canvas, 757 yards.....	
Canada balsam, 2,636 gallons.....	4,
Carriages, 14.....	1,
Calfskins, 50,866.....	1,
Caustic soda, 78,100 pounds.....	3,
Cochineal, 350 pounds.....	
Champagne, 10 cases.....	
Car wheels, 48.....	
Cordials, 40 dozen.....	
Castor oil, 1,200 pounds.....	
Castor oil, 7 cases.....	
Corn meal, 60 barrels.....	
Cod-liver oil, 889 gallons.....	
Cod oil, 2,041 gallons.....	
Chains, 24,856 pounds.....	1,
Claret wine, 2,400 gallons.....	
Coupon box, 1.....	
Carbonate soda, 550 kegs.....	1,
Cigars, 103,000.....	3

empty, 200	\$200 00
warp, 1 bale	50 00
7	125 00
hair, 4 cases	156 00
bushels	27 00
gallons	2 25
0,788 tons	463,911 85
37,096 gallons	5,899 17
re, 400 tons	45,958 82
r, 10,520 pounds	13,196 00
ries, 82 bushels	180 75
1,188,712 pounds	109,381 66
sta, 548 cords	2,746 28
	62 00
52 cases	2,712 20
hogs, 44,766 pounds	3,409 74
ples, 424 pounds	25 44
ins, 5,867	4,448 43
lt, 697 sacks	1,394 00
ls	22,707 86
	21 80
5 barrels	267 00
5,005 dozen	134,167 60
ware, 80 crates	2,800 00
2 cases	171 00
rebb, 40,330 yards	17,482 00
na, 8,810	297 25
ased, 6,615 skins	8,005 40
w, 6,383 skins	13,659 68
unmanufactured, 15 cases	1,539 38
200 pounds	380 33
ods, 10 cases	1,225 16
53 tons	30,142 38
alfskins, 1,234	1,986 00
71,629 pounds	108,519 29
d, 32,426 bushels	58,046 09
r, 220,025 pounds	20,248 71
r, 3,306 pounds	400 27
of safes, 11	1,150 00
mills, 2	40 00
1,188 barrels	473,192 87
tiles, 6 cases	292 32
56 barrels	100,878 14
ed, 18,379 pounds	4,570 30
1	110 00
nets, 134	638 00
d, 27,467 cords	46,329 00
21 barrels	1,018 98
reserved, 36 cases	11 00
03 pounds	806 62
ck, 63,286 pounds	1,159 13
ases	335 48
st, 604,896 pounds	264 18
	50 00
hs' tools	1,003 00
der, 384 kegs	1,344 00
ne, 1	25 00
6 gallons	2,165 93
cases	559 75
	13,990 55
d, 5,877 bushels	10,184 15
27 pounds	104 20
e	5,631 76
bark, 1,468 cords	3,984 35
h, 4 cases	676 00
n, 36,243 pounds	1,988 80
l caps, 18 cases	970 33
7,002 pounds	17,198 70
, 9,932 barrels	20,675 31
4 cases	1,385 05



Hide cuttings, 22 cases.....	4
Harness, 225 sets.....	
Hame fastenings, 3 cases.....	13
Hides, 13,329 .....	
Horns.....	483
Horses, 6,016 .....	93
Hops, 281,034 pounds.....	6
Hoops and poles, 509,756 .....	6
Heading, 2,296,241 .....	12
Hay, 1,796 tons .....	42
Iron ore, 21,103 tons.....	7
Junk .....	
Island pectoral, 264 cases.....	5
Indigo, 8,072 pounds.....	2
Implements of trade.....	
Italian bitters, 200 dozen.....	
Italian bitters, 307 gallons.....	
Indian curiosities.....	
Ink, 3 cases.....	
Jewelers' sweepings .....	
Jewelry.....	
Iron filings, 19 tons.....	3, 332
Lumber, 339,727,179 feet .....	63
Laths, 67,769 M .....	
Lemon peel, 420 pounds.....	
Lead pipe, 3,077 pounds.....	
Lead ashes, 12 barrels.....	1
Leather, 6,984 pounds.....	
Leather, scrap, 5,120 pounds.....	
Licorice paste, 3,501 pounds.....	
Liquors, 64 cases.....	1
Liquors, 1,778 gallons.....	1
Linseed, 999 bushels .....	10
Lard, 113,186 pounds.....	26
Logs, 360,012 feet.....	4
Lime, 10,761 barrels.....	
Last bolts, 99 cords.....	
Monuments, 7 .....	13
Manganese, 877 barrels.....	
Marmalade, 12 dozen.....	20
Mackerel, 29,120 kits.....	126
Miscellaneous stores.....	15
Miscellaneous goods.....	
Mill-saw files, 123 dozen.....	
Milch cows, 4.....	
Madeira wine, 52 gallons.....	1
Molasses, 5,123 gallons .....	
Mill castings .....	
Molds .....	9
Mineral water, 505 gallons .....	
Mineral paint, 28,551 pounds.....	
Meat, 8,457 pounds.....	
Machinery.....	
Musical instruments.....	
Match splints, 1,434 cases .....	47
Malt, 37,091 bushels.....	2
Nuts, 24,981 pounds.....	1
Nutmegs, 18,201 pounds.....	2
Nails, 88 hogsheads.....	3
Nails, 1,222 kegs.....	
Nitrate of soda, 10,222 pounds.....	73
Oat meal, 12,844 barrels.....	
Oat meal siftings, 30 tons.....	
Old copper, 5,266 pounds.....	
Old zinc lead, 40,318 pounds.....	
Old silver, 80 ounces.....	
Old brass, 130 pounds.....	
Old car wheels, 11 tons.....	
Old iron rails, 540 tons.....	12
Old iron, 337 tons.....	4

10 bushels.....	\$301,791 03
71 bags.....	115 32
,000 pounds.....	304 50
74 pounds.....	219 93
196 gallons.....	1,964 70
1 cases.....	928 00
5 jars.....	931 00
bushels.....	115 43
umed, 16.....	1,814 00
hundred-weight.....	960 00
ter, 19 cases.....	1,342 63
, 348,748 pounds.....	10,561 96
1,325 barrels.....	30,245 94
, 1 case.....	31 95
rrels.....	1,461 20
521 tons.....	344,884 00
,797 pounds.....	16,192 92
ects.....	135,305 81
lozen.....	735 75
480 pounds.....	34 00
uses.....	10 50
con, 1,192,214 pounds.....	100,484 37
.....	65 41
s.....	8 00
,774 bushels.....	15,909 93
32 bushels.....	655,904 51
air, 19,794 pounds.....	596 20
43 cases.....	4,819 46
02 barrels.....	77,456 09
7 barrels.....	68,003 23
.....	415 00
195,879 pounds.....	41,841 81
boxes.....	393 75
ks, 370 cords.....	1,126 00
0 tons.....	3,017 03
47.....	478 37
.....	2,053 82
190,950 feet.....	2,097 52
0 feet.....	941 80
10 barrels.....	910 00
gines, 50.....	31,984 75
s, 285,620.....	43,162 86
n.....	3,380 00
gallons.....	5,674 00
.....	152 67
866 pounds.....	12,200 00
ies.....	7,000 00
s, 289 squares.....	909 20
gs.....	3,068 80
ie, 1,357 gallons.....	878 74
1,789 tons.....	121,177 77
ms.....	32,045 68
bushels.....	6,891 20
bags.....	14,345 55
unbs, 131,567.....	294,245 00
8.....	56,855 00
119,884.....	46,806 00
.....	1,200 00
43,739 pounds.....	7,237 36
ling barrel, 1.....	125 00
s.....	247 30
hine castings, 90.....	484 00
00.....	22,445 00
hines, 1,350.....	10,286 68
er, 1.....	201 00
s, 947.....	47 00
94 pounds.....	36,576 00
4.....	60 50
4, 3.....	200 00
.....	622 50

Sleigh robe, 1.....	
Sherry wine, 1,213 gallons.....	
Saltpeter, 4,208 pounds.....	
Soda ash, 214,564 pounds.....	
Soap, 21 pounds .....	
Straw goods, 62 cases .....	
Salmon, 771 barrels.....	1
Soda crystals, 22,642 .....	
Seal oil, 13,033 gallons.....	
Stove polish, 15,250 pounds.....	
Semaphore lamps, 30.....	
Silvered plate glass, 6 cases .....	
Salmon, fresh, 967 cases.....	1
Salmon, preserved, 211,482 pounds.....	1
Stoves, 5 .....	
Starch, 15,948 pounds.....	
Spools, 550 .....	
Steel, 234,777 pounds.....	1
Stone, 392 cords.....	
Saddles, 3 .....	
Shingles, 33,370,000.....	9
Shingle bolts, 8,945 cords.....	3
Stave bolts, 8,237 cords.....	2
Staves, 943,728.....	1
Square timber, 1,329,836 feet .....	9
Ship knees, 10,344 .....	
Sand, 5 tons.....	
Seeds .....	
Stereotype plates .....	
Timber, 27,982,202 feet.....	13
Turnips, 7,908 bushels.....	
Tea, 420,423 pounds.....	17
Twine, 537 pounds.....	
Table salt, 1,844 jars.....	
Threshing machine, 1.....	
Telegraph poles, 4,611.....	
Tar, 112 barrels.....	
Tacks, 49 cases .....	
Turning lathe, 1.....	
Trees .....	
Tobacco, 17, 028 pounds.....	
Varnish, 6,033 gallons.....	
Vetches, 500 bushels.....	
Vinegar, 26,963 gallons.....	1
Wine, 7,948 gallons.....	
Wine, 17 cases.....	
Wine, — bottles.....	
Wheat, 1,488,742 bushels.....	2, 27
Wire rigging, 45,591 pounds.....	
Woolen cloth, 2,802 yards.....	
Woolen caps, 231 .....	
Wool, 2,356,205 pounds.....	68
Wool pickings, 6,647 pounds.....	
Worsted goods, 260 pieces.....	
Whisky, 113,536 gallons.....	10
Whisky meter, 1.....	
Wood patterns .....	
Window glass, 2,258 cases.....	
Wrought iron, 5 tons.....	
Wire, 39,361 pounds.....	
Wagons, 132.....	
W. I. staves, 186,743.....	
Yellow metal, 3,145 pounds.....	
Yarn, 84 pounds .....	
Total for the year.....	<u>19, 16</u>

*in statement showing the exports from the British North American provinces to the United States for the years 1867 and 1868.*

Where from.	1867.	1868.
	Value.	Value.
.....	\$2, 163, 165 37	\$2, 194, 113 64
.....	1, 938, 279 24	627, 833 16
.....	1, 765, 639 97	1, 638, 919 67
.....	1, 200, 113 93	531, 732 67
.....	262, 078 47	2, 153, 225 30
.....	2, 420, 783 92	2, 298, 366 04
.....	2, 924, 520 03	1, 816, 421 00
.....	154, 493 00	228, 065 92
.....	6, 343, 201 39	6, 053, 067 43
.....	1, 066, 730 99	466, 594 85
.....	743, 598 54	752, 942 00
.....	6, 427 00	
.....	166, 591 00	162, 741 00
Q.....	731, 954 00	845, 336 00
a Scotia.....		
.....	546, 765 00	412, 225 00
ew Brunswick.....	468, 472 00	536, 816 00
ewfoundland.....	183, 703 93	
rd's Island.....		260, 263 68
.....	23, 086, 517 78	20, 977, 982 68

TORONTO.—D. THURSTON, Consul.

*t showing the description, quantity, and value of merchandise exported United States from this consular district for the year ended Septem-  
, 1868.*

21,155 bushels .....	\$1, 154, 300 96
.....	5, 277 86
.....	407 30
dozen.....	43 25
32 pounds.....	2, 131 50
000.....	500 00
8,106 pounds.....	77, 601 60
es, 107 tons.....	4, 983 96
.....	350 00
.....	2, 974 57
32 head.....	77, 532 67
.....	2, 685 39
64 dozen.....	6, 878 29
a, 8,810.....	297 25
500.....	43, 377 00
8,089 bushels.....	13, 762 79
1,168 pounds.....	59, 855 11
nilla, 2.....	40 00
safes, 11.....	1, 150 00
mplements.....	10, 579 63
.....	734 11
10,250 pounds.....	500 10
erchandise.....	1, 637 69
31 pounds.....	386 74
s' tools.....	1, 003 00
8.....	18, 179 28
l goods.....	43, 291 83
12,000.....	453 07
06 pounds.....	12, 777 15
.....	1, 259 47
3 pounds.....	83 06
27 pounds.....	1, 108 09
weepings, 8 barrels.....	200 00
ig oil, 19,887½ gallons.....	2, 679 00



Licorice paste, 2,368 pounds.....	\$325
Leather, 1,296 pounds.....	596
Lemon peel, 420 pounds.....	97
Lumber, 50,448,107 feet .....	473,138
Machinery .....	2,445
Malt, 10,125 bushels .....	13,226
Nutmegs, 418 pounds .....	188
Oatmeal, 400 barrels .....	2,200
Peas, 237,994 bushels.....	205,082
Provisions, 495,879 pounds.....	41,841
Piano, 1.....	100
Rye, 1,071 bushels .....	1,071
Returned goods.....	6,399
Staves, 591,469 .....	10,735
Seeds .....	1,774
Sheep, 78.....	745
Stereotype plates.....	159
Scrap iron, 2,501,049 pounds.....	25,268
Sheepskins, 41,601.....	18,032
Shingles, 780,000.....	1,542
Spirits, 51,088 gallons.....	38,341
Shooks, 14,351.....	14,688
Sewing machines, 432.....	2,808
Show cases, 4.....	60
Tobacco, 12,310 pounds.....	2,168
Trees, 24 boxes.....	238
Turning lathe, 1.....	100
Vinegar, 4,450 gallons.....	801
Wheat, 498,178 bushels.....	843,197
Wire, 39,461 pounds.....	2,121
Wool, 440,927 pounds .....	93,704
Wood, 78 cords.....	156
Total for year .....	2,148,996

PORT HOPE.—THOS. P. JONES, *Consular Agent*.

SEPTEMBER 30, 1868.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the year ended September 30, 1868.*

Apples, 4,131 barrels.....	\$5,965
Ashes, 400 tons.....	600
Barley, 258,926 bushels.....	223,856
Beans, 98 bushels.....	116
Bran and shorts, 226 tons.....	2,862
Butter, 53,046 pounds.....	8,176
Cattle, 231 head.....	5,305
Cedar posts, 133 cords.....	539
Clover seed, 50 bushels.....	208
Eggs, 29,860 dozen.....	3,099
Fur, 461 skins.....	545
Flax, 4,335 pounds.....	355
Flour, 6,405 barrels.....	48,733
Household goods.....	5,036
Horses, 36.....	3,063
Harness, 13 sets.....	79
Hoop poles, 12,378.....	499
Hogs, 75.....	339
Hair, 294 bushels.....	44
Laths, 40,522 bundles.....	5,498
Lumber, timber, &c., 78,816,054 feet.....	798,046
Oat meal, 202 bushels.....	1,243
Oats, 96 bushels.....	45

5 bushels.....	\$38,804 00
e and dressed.....	51 60
302 bushels.....	1,041 30
bushels.....	9,570 60
,164½ thousand.....	43,416 49
s, 103 cords.....	378 00
1,881,810 pounds.....	4,293 48
283.....	42 54
.....	3,260 42
lates, 97.....	15 00
100.....	2,573 70
61 bushels.....	395,229 48
pounds.....	13,281 74
.....	195 50
.....	759 69
.....	1,627,169 02

COBOURG.—E. S. WINANS, *Consular Agent*.

DECEMBER 31, 1867.

*showing the description, quantity, and value of the exports from port to the United States during the quarter ended this day.*

37 tons.....	\$5,728 00
pounds.....	378 45
5 bushels.....	43,128 91
7,852 feet.....	10,889 61
58,649.45 bushels.....	102,239 35
t, 9,958 bushels.....	14,791 97
bushels.....	7,212 58
cts.....	785 00
tons.....	161 43
bushels.....	1,191 78
ad.....	553 50
.....	315 00
s, 6 boxes.....	87 15
barrels.....	2,972 00
undles.....	84 25
undles.....	13 24
r quarter ended December 31, 1867.....	190,532 62
r quarter ended March 31, 1868.....	24,879 59

*showing the description, quantity, and value of merchandise to the United States from this consular district for the year ended or 30, 1868.*

s, 6 boxes.....	\$87 15
6 bushels.....	58,068 00
ngs, 1,066 feet.....	76 88
olts, 5½ cords.....	115 87
tons.....	161 43
lead.....	3,480 88
192 cords.....	660 78
s, 800.....	8 20
16.10 bushels.....	180,598 53
barrels.....	8,302 00
st.....	20 50
.....	203 15
,000.....	287 00
ad.....	671 88
ffects, sundries.....	2,299 25

Iron ore, 12,101 tons.....	\$24,801 40
Laths, 685 bundles.....	84 25
Lumber, 3,732,215 feet.....	35,850 27
Pease, 15,494 bushels.....	14,315 04
Piano, 1, returned.....	315 00
Pickets, 23,047.....	142 30
Butter, eggs, &c.....	39 97
Rye, 1,257 bushels.....	1,191 78
Scrap iron, 21,100 pounds.....	169 20
Sheep, 988 head.....	1,861 56
Shingles, 302,000.....	711 50
Spring wheat, 10,308 bushels.....	15,348 08
Stoves, 2.....	74 80
Timber, 15,266 feet.....	318 33
Wool, 437,181 pounds.....	128,099 57
Total for year.....	478,357 60

CLIFTON.—W. MARTIN JONES, Consul.

DECEMBER 31, 1867.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

Cattle.....	\$7,112 75
Sheep and lambs.....	16,159 40
Horses, harness, buggies, wagons, &c.....	2,994 90
Butter.....	3,946 30
Apples.....	1,548 20
Beans.....	624 47
Stave bolts.....	468 75
Stone and wire.....	195 75
Flax.....	2,206 00
Flour.....	3,075 00
Pease.....	2,583 50
Barley.....	1,828 00
Eggs, mink skins, butter, and poultry.....	1,080 40
Bacon and lard.....	2,877 30
Oat meal.....	314 00
Wheat.....	1,713 05
Pigs.....	543 25
Total for quarter ended December 31, 1867.....	49,274 20
Total for quarter ended March 31, 1868.....	149,321 10
Total for quarter ended June 30, 1868.....	162,420 00
Total for quarter ended September 30, 1868.....	744,838 20
Grand total.....	1,005,853 70

SEPTEMBER 30, 1868.

Statement showing the description, quantity, and value of the exports from Clifton, Ontario, to the United States, for the year ended September 30, 1868.

Air baths, 2.....	\$153 75
Ale, 257 gallons.....	231 20
Apples, 1,528 barrels.....	2,397 75
Barley, 63,241 bushels.....	57,223 10
Barrels, 291.....	87 20
Beans, 5,621 bushels.....	6,047 80

80 pounds.....	\$70 80
orts, &c., 2,459,687 pounds.....	15,747 22
gin, and rum, 38 gallons.....	99 75
3,420.....	62 95
106,589 pounds.....	18,870 28
cattle, 5,238.....	144,986 18
16,954 pounds.....	1,613 24
; 10 barrels.....	16 04
rag, 14,867 pounds.....	395 00
and woolen shawls, 6.....	34 90
ries.....	23 80
poultry, 1,049 pounds.....	183 66
, 328 dozen.....	1,641 49
barrels.....	290 62
d tow, 147,955 pounds.....	15,821 60
, 400 barrels.....	22,253 26
ed, 2,257 bushels.....	1,580 59
velry, 92 pieces.....	174 70
es and saddles, 29.....	694 24
5,165 pounds.....	1,891 98
1 horse hides, 59.....	110 65
1,750.....	71 75
14 pounds.....	203 52
203.....	22,124 20
old effects, (in use).....	9,990 00
bark-work.....	217 95
139 pounds.....	251 12
, 1,192 pounds.....	109 24
icks, 48.....	19 20
471 bushels.....	1,700 47
monument, 1.....	86 10
m, 1.....	75 00
water, 505 gallons.....	399 65
re, 32 ounces.....	136 00
la, 346 bags.....	34 60
1,832 barrels.....	5,009 37
150 bushels.....	1,278 75
vas, 800 pounds.....	48 00
, 304,983 pounds.....	3,970 52
a, 29,783 pounds.....	976 39
, 920 bushels.....	28,343 64
um oil, 17,059 gallons.....	2,883 17
l.....	100 00
lress-patterns, 33, 198 yards.....	151 54
acon, &c., 116,338 pounds.....	9,973 65
es, 1 barrel.....	10 25
l ties, 140.....	22 97
nd blankets, (second hand,) 6.....	39 97
owhide and sheepskin, (second hand,) 4.....	6 15
teel, 21,200.....	217 00
machines, 62.....	602 70
nd lambs, 28,193.....	66,173 97
a, 219,000.....	497 12
skins, 32.....	164 00
ina, 162.....	466 38
nd calf skins, 4,387.....	10,624 36
ells, 1 string.....	1 54
umber, 8,000 feet.....	246 00
15,948 pounds.....	1,251 62
olta, 1,260 cords.....	3,340 06
16 cords.....	178 78
1,475.....	20,181 23
.....	32 35
and lumber, 1,385,288 feet.....	15,650 94
oung, 463.....	63 00
, 700 bushels.....	178 85
material.....	181 67
and sleighs, (second hand,) 26.....	154 39
33,044 bushels.....	50,721 12
88 gallons.....	291 91



Wire cable, 7,312 pounds.....	\$535 80
Wood, 236 cords.....	363 56
Wool, 263,522 pounds.....	73 388 36
Total.....	627, 833 17

COMMERCIAL.

The direction of the entire trade of this district is east, and the greater amount of merchandise therefrom goes to the markets of New York. Some shipments are made, however, to Boston, Buffalo, Albany, Rochester, and other towns of less importance.

The crops during the season now closing have been superior, and the country is filled with an abundance of farm products. Being so close however, to the United States markets, on which Canadian producers almost wholly depend, the markets of this vicinity are affected by the rise and fall in the former. The enormous prices paid at present in the United States for certain species of grain has the natural tendency to increase the value of such grain here, and Canadian producers are receiving prices for many of their productions that surpass anything of former years.

The prospects of trade between the United States and this portion of the provinces during the coming winter season are very favorable, but are susceptible of improvement, which may be secured by the passage of acts of reciprocity or the adoption of a treaty of that character by the parties interested.

These returns are made up with all the care possible, but I regret to say that they cannot be accepted, in their comparison with others of the same character from this office, as any criterion of the business of the consulate or of this section of country. If certificates to all invoices of merchandise bound east from points on the Great Western railway were obtained at this office, as they ought properly to be, its returns might be relied upon. The act of July 27, 1868, was intended to provide for such cases, and avoid the former unnecessary inconvenience to shippers in returning to the opposite side of the country, or stopping on the route for certificates. As it now works, certificates are granted at this office only to such shippers as are not waylaid on the route and induced to secure them elsewhere. Shippers are gradually learning that they can secure certificates at this point, and avoid much trouble and delay; and I am therefore not without hope that a succeeding report may be more correct and reliable.

ST. CATHARINE'S.—D. C. HAYNES, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Mill feed.....	\$4, 848 1
Lumber.....	1, 844 1
Household goods .....	2, 010 1
Wheat .....	28, 852 1
Barley .....	17, 251 1
Bran shorts and middling.....	1, 744 1
Rags.....	154
Grass seed.....	703

.....	\$257 25
, one melodeon, and sewing machines.....	386 15
.....	3,997 50
.....	586 03
.....	111 59
.....	
al for quarter ended December 31, 1867 .....	62,741 19
al for quarter ended March 31, 1868 .....	7,590 32
al for quarter ended June 30, 1868.....	29,912 00
al for quarter ended September 30, 1868 .....	37,671 36
.....	
rand total .....	137,914 87

WINDSOR.—ANDREW J. STEVENS, Consul.

DECEMBER 31, 1867.

st showing the description and value of the exports from this port to the United States during the quarter ended this day.

lambas .....	\$2,338 07
.....	5,953 53
.....	3,723 09
agons, buggies, harness, &c., &c .....	5,143 60
.....	2,932 00
.....	35,401 74
e.....	44,458 82
.....	1,870 73
.....	2,780 85
.....	196 00
.....	687 50
l wheat .....	3,588 80
.....	226 00
.....	333 25
.....	789 50
.....	792 21
.....	423 25
.....	475 40
beans, pork, pease, &c .....	1,340 03
.....	740 47
.....	
al for quarter ended December 31, 1867 .....	114,194 84

st showing the description, quantity, and value of the exports from or to the United States during the year ended September 30, 1868.

.029 bushels.....	\$62,204 28
,181 barrels .....	64,028 93
,240 bushels .....	31,986 73
90 bushels .....	4,149 61
01 bushels.....	4,932 05
lambas, 2,085.....	8,283 27
).....	17,056 00
6.....	22,538 10
,605,680 feet .....	100,203 38
, 15,039 cords .....	25,867 68
quare, 11,503 feet.....	1,829 75
71 cords .....	127 80
, 99 cords.....	335 00
a staves, 186,743 M.....	8,940 22
a, 207 cords.....	362 00
270,000 feet.....	836 52
ka, 187,000 feet .....	2,050 02
, 58,000 feet .....	480 60
7 C R	

Butter, 22,476 pounds.....	\$2,817 52
Oatmeal, 400 bags.....	839 00
Salted fish, 105 packages.....	375 00
Nuts, 50 bushels.....	150 00
Apples 337 barrels.....	423 25
Pig iron, 209½ tons.....	4,790 00
Copper ore, 3,661 barrels.....	44,458 82
Engines, 30.....	10,868 00
Railroad ties, 6,250.....	1,885 00
Pearl ashes, 65 casks.....	1,919 06
Coal oil and tar, 150 barrels.....	337 00
Old iron rails, 540 tons.....	12,174 57
Tobacco, 4,318 pounds.....	1,403 30
Vinegar, 5,902 gallons.....	1,060 21
Wine, 32 gallons.....	112 00
Gin, 105 cases.....	559 75
Furs, 43 bales.....	5,086 15
Sheep pelts, 161 bundles.....	1,046 00
Calfskins, 72 bales.....	1,175 85
Hides, (beef,) 266.....	452 00
Straw hats, 375 dozens.....	675 15
Wagons, 32.....	1,211 00
Harness, 22 sets.....	387 00
Hogs, 217.....	651 00
Miscellaneous.....	2,726 28
Household goods.....	12,800 00
Total.....	<u>466,594 85</u>

HAMILTON.—DANIEL R. BOICE, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Barley.....	\$271,562 76
Eggs.....	1,357 53
Wool.....	18,141 95
Pease.....	141,363 65
Butter.....	31,473 48
Cheese, (in bond).....	67,103 68
Wheat, pease, barley, and flour.....	106,536 82
Flax and flaxseed.....	5,773 77
Provisions, consisting of bacon, hams, pork, lard, beef, butter, eggs, &c.....	79,239 32
Household goods.....	6,998 75
Flour.....	23,086 97
Liquors.....	1,238 93
Oatmeal.....	10,596 71
Machines.....	2,180 75
Wheat.....	116,501 17
Lumber, laths, shingles, posts, poles, &c.....	17,325 44
Sheep, lambs, horses, and cattle.....	13,365 34
Sewing machines.....	1,519 44
Cotton rags.....	5,305 92
Dry goods.....	5,826 49
Sundries.....	2,927 04
Total for quarter ended December 31, 1867.....	<u>929,426 31</u>
Total for quarter ended March 31, 1868.....	317,481 55
Total for quarter ended June 30, 1868.....	464,321 46
Total for quarter ended September 30, 1868.....	443,887 12
Grand total.....	<u>2,155,116 44</u>

JANUARY 10, 1868.

I have the honor to transmit herewith the quarterly returns for December 31, 1867.

The business of this office has been considerably augmented during the last quarter, by reason of the department discontinuing the consular agencies at Guelph and Paris, Ontario. The returns of those agencies up to the time they were discontinued are consolidated herewith.

The harvests of this district the past year have been very considerably diminished in quantity, owing to the unprecedented drought in this region, beginning about the 1st of July and continuing throughout the entire summer and fall; but the quality of the wheat, barley, and pease crops was never surpassed in appearance and excellence.

The principal products of Canada exported from this port to the United States are wheat, barley, pease, butter, cheese, flour, wool, and lumber.

The commerce and trade of this district are considerably depressed and unsettled; several heavy failures have occurred, and it is feared a general revolution in business will be experienced. The failure of the Commercial Bank, in Canada, high duties on exportations to the States, and over importation of merchandise, are thought to be the probable causes of commercial difficulties.

The manufacturing interests of this district are not large or increasing to any considerable extent. There has been one woollen factory erected at Paris, Ontario, during the past year.

A great effort has been made by Canada to open direct trade with the Lower Provinces, West Indies, and Europe; still, the staple products are almost exclusively forwarded to the eastern markets of the United States, as will clearly appear by the following table of the returns of this consulate:

*Table showing the value of exports to the United States and through the United States in bond, to foreign countries, and covered by certificates from the consular district of Hamilton, Ontario, from July 16 to December 31, 1867.*

Exported from—	Quarter ended Sept. 30, 1867.	Quarter ended Dec. 31, 1867.	Total.
Hamilton to United States .....	\$254,416 22	\$800,625 39	\$1,055,041 61
Guelph to United States .....	32,021 35	80,173 78	112,095 13
Paris to United States .....		11,664 87	11,664 87
Hamilton through United States to foreign countries .....	8,762 25	128,840 92	137,603 17
Grand total .....			1,316,364 78

The collector of customs of this port has kindly furnished me with a memorandum of the value of goods imported and exported at the port of Hamilton during the year ended 31st December, 1867, which I annex to my report for the past year.

Value of goods paying duty:

Imports .....	\$2,713,522
Free of duty .....	729,013

Total .....	3,442,535
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Exports entered .....	\$969,904
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DECEMBER 31, 1868.

I have the honor to submit my annual report for the year ended September 30, 1868.

The agricultural interests of this district during the past year have been very remunerative. All crops, with one exception, have been an average yield, notwithstanding the severity of the dry weather during the early part of the summer. The wheat crop in particular has been very abundant, and of good quality. Prices for wheat have ruled much lower, owing to the great quantity grown and the falling off of prices in New York. But the high price of barley, which at one time reached the high figure of two dollars and fifty cents per bushel, has more than compensated for the injury done by the drought and the lower prices of other grains. The pea crop has proved to be much below the average yield. Many fields were not harvested except as food for cattle. Stock of all kinds has been largely dealt in the past year for the New York and eastern markets, particularly sheep and cattle, and fair prices have generally been received, notwithstanding the high rate of duty upon all animals.

The wool trade has been very active the past season, and a great quantity has been exported to the States. It is stated, and I believe with truth, that more wool is exported from Hamilton than from any other market in the province. The combing fleece wool is the quality or class generally grown, and usually sought for by the Boston and other eastern manufacturers. Prices have ruled throughout the year from twenty-seven, twenty-nine, thirty, and thirty-two cents per pound for combing fleece washed wool.

The industrial interests of this consular district have not materially changed the past year. No new enterprises have been projected, and no old ones have been enlarged or extended. Stoves comprise the chief manufacturing interest of Hamilton. There are one or two machine-shops, but they are not in a very flourishing condition. The Wanzer sewing-machine factory appears to be an exception to the rule. This company is manufacturing a great number of machines, and it is claimed of superior excellence, principally for export to the Liverpool and London markets.

I also annex a detailed statement of the quantity and value of goods imported and exported at this port for the year ended September 30, 1868, and returns of immigrants arrived at the port of Hamilton, showing their destination, for the same period, for which I am indebted to the collector of customs, and the emigration agent, respectively, of this city.

*Statement showing the description, quantity, and value of goods imported at the port of Hamilton beticeen the 1st October, 1867, and the 30th September, 1868.*

Horses, 2.....	\$750 00
Horned cattle .....	54 00
Swine, 4,047.....	44,517 00
Sheep, 2.....	170 00
Sulphuric acid, 16,514 pounds.....	297 00
Brandy, 17,755 gallons .....	17,901 00
Gin, 6,185 gallons.....	3,260 00
Rum, 6,086 gallons.....	3,016 00
Whisky, 5,376 gallons.....	4,264 00
Spirits of wine, &c., 6,249 gallons.....	1,580 00
Products of petroleum, 3,421 gallons .....	1,451 00
Crude petroleum, 508 gallons.....	57 00
Coffee, green, 262,490 pounds.....	31,406 00

sw, 1,476 pounds .....	\$64 00
roasted, 11,531 pounds .....	515 00
soap, 5,688 pounds .....	272 00
saptha, &c., 403 gallons .....	83 00
527 pounds .....	1, 105 00
due under \$10, 353,000 .....	1, 617 00
er \$10 and under \$20, 20,300 .....	268 00
er \$20 and under \$40, 63,400 .....	2, 048 00
er \$40, 18,150 .....	979 00
305 pounds .....	885 00
smoked, &c., 14,955 pounds .....	968 00
t, smoked, &c., 11,261 pounds .....	708 00
n, 15,861 bushels .....	9, 822 00
al, 4,900 pounds .....	71 00
2004 pounds .....	8 00
er in barrels, 494 gallons .....	189 00
er in bottles, 9,046 gallons .....	3, 603 00
, 528,994 pounds .....	228, 860 00
, 37,258 pounds .....	12, 412 00
2,759 pounds .....	10, 207 00
1 kinds, 14,804 gallons .....	15, 777 00
13,588 pounds .....	145, 148 00
ery, 15,627 pounds .....	2, 666 00
und, 180 pounds .....	50 00
untinega, 7,516 pounds .....	2, 333 00
dicine .....	1, 677 00
.....	2, 875 00
soap .....	189 00
, 56 gallons .....	5 00
173,792 pounds .....	9, 806 00
1, 2,691 quarts .....	847 00
.....	508 00
d brushes .....	438 00
.....	169 00
nd tapers, 6,749 pounds .....	1, 566 00
nd hearth-rugs .....	33, 588 00
.....	598 00
harness furniture .....	19, 289 00
a .....	185 00
ure, china, &c .....	18, 450 00
.....	6, 325 00
nd wearing apparel .....	6, 592 00
chocolate, 917 pounds .....	, 1, 260 00
.....	1, 241 00
.....	6, 822 00
.....	469, 157 00
d .....	53, 552 00
.....	31, 765 00
s and prints .....	485 00
ls .....	67, 343 00
pers .....	16 00
.....	179 00
or crinoline cord .....	5, 503 00
s, &c .....	597 00
; &c .....	954 00
low .....	2, 636 00
.....	19, 766 00
&c .....	47, 042 00
.....	26, 183 00
.....	166 00
cutlery .....	13, 018 00
tinware, &c .....	890 00
ovels, &c .....	6, 234 00
la, &c .....	10, 885 00
castings .....	2, 571 00
lware .....	120, 613 00
.....	11, 946 00
.....	14 00
.....	8, 834 00
hoop, calf, &c .....	192 00

Linen.....	\$66,765
Maps.....	1,095
Manufactures, marble.....	2,299
Manufactures, India-rubber.....	4,301
Manufactures, fur.....	6,164
Manufactures, hair.....	1,336
Manufactures, papier maché.....	177 00
Manufactures, grass and straw.....	12,040 00
Manufactures, bone, shell, &c.....	1,523 00
Manufactures, plated ware, &c.....	3,822 00
Manufactures, brass and copper.....	1,613 00
Manufactures, leather.....	3,634 00
Manufactures, boots and shoes.....	5,536 00
Manufactures, harness and saddlery.....	922 00
Manufactures, wood.....	6,402 00
Mowing, reaping, and threshing machines.....	103 00
Mustard, 25,333 pounds.....	3,609 00
Musical instruments.....	4,190 00
Machinery.....	14,492 00
Oil cloth.....	3,650 00
Oil, 9,649 quarts.....	7,356 00
Packages.....	10,285 00
Paint.....	4,164 00
Paper.....	5,210 00
Paper-hangings.....	10,596 00
Parasols.....	4,045 00
Plaster of Paris.....	818 00
Pickles and sauces.....	3,358 00
Preserved meats, &c.....	5,040 00
Printing presses, hand.....	29 00
Printed and lithographed bills.....	3,147 00
Rice, 330,555 pounds.....	15,553 00
Silks.....	53,865 00
Spices, whole, 31,524 pounds.....	3,060 00
Spirits turpentine, 3,572 gallons.....	1,384 00
Stationery.....	6,984 00
Small wares.....	111,922 00
Soap, 7,360 pounds.....	604 00
Tobacco pipes.....	944 00
Toys.....	2,024 00
Varnish.....	975 00
Woolens.....	419,197 00
Unenumerated at 15 per cent.....	8,555 00
Printed books.....	16,743 00
Iron.....	79,099 00
Type.....	242 00

## FREE GOODS.

Acids.....	915 00
Alum.....	254 00
Anchors.....	74 00
Anatomical preparations.....	58 00
Dyestuffs.....	14,944 00
Borax.....	917 00
Bolting cloth.....	1,262 00
Brass in bars, &c.....	444 00
Brass and copper wire and wire-cloth.....	394 00
Bristles.....	6,985 00
Brass and tin clasps and tapes for hoop skirts.....	5,133 00
Broom corn.....	4,506 00
Busts, casts, &c.....	14 00
Burr stones.....	3,594 00
Cable, iron, chain.....	200 00
India rubber, manufactured.....	6 00
Chinaware for officers' mess.....	24 00
Wines and liquors for officers' mess.....	102 00
Coal and coke, 21,931 tons.....	106,931 00
Communion plate.....	92 00
Church bells.....	68 00

, military .....	\$1,514 00
bars, &c .....	4,466 00
mass, and iron tubes, drawn .....	3,320 00
l .....	3 00
tartar, in crystals .....	755 00
nd flax waste .....	1,728 00
ndlewick .....	739 00
, as works of art .....	10 00
of coin .....	2 00
ays, &c .....	1,119 00
very glass, and sand paper .....	1,272 00
oils .....	1,484 00
orders, &c .....	220 00
ip, and tow, undressed .....	6,335 00
and clay .....	3,605 00
l .....	347 00
ets, hooks, &c .....	786 00
silver leaf .....	278 00
d soaps .....	5,795 00
an, horse, &c., manufactured .....	740 00
.....	7 00
66 barrels .....	64,206 00
l horns .....	7,344 00
11 pounds .....	1,871 00
anized sheet .....	931 00
l .....	1,670 00
rod, &c .....	2,144 00
r-plate .....	971 00
oakum .....	320 00
re and engine frames, &c .....	10,459 00
manufactured .....	354 00
ilk and linen thread .....	5,510 00
r, mill and factory .....	2,757 00
manufactured .....	5,208 00
nd sea-grass .....	3,734 00
roots .....	1,023 00
.....	1,121 00
struments for military bands .....	78 00
.....	20 00
saltpeter .....	3,436 00
.....	351 00
d metallic acid .....	46 00
nut, palm, and pine .....	1,859 00
e, crude, 5,928 gallons .....	3,291 00
.....	824 00
18 tons .....	1,058 00
tar .....	50 00
r caning chairs .....	59 00
hite lead, dry .....	2,528 00
.....	2,844 00
niac, &c .....	92 00
42 bushels .....	13,871 00
.....	6,836 00
.....	186 00
caf, 558,382 pounds .....	45,861 00
nts, &c .....	1,400 00
cks, &c .....	179 00
passes, &c .....	181 00
ting, &c .....	1,781 00
es, &c .....	603 00
oods .....	26,345 00
l grass plait .....	714 00
.....	9,466 00
pe, for printing .....	314 00
inc, in pigs .....	782 00
nk .....	2,441 00
.....	370 00
etals .....	50 00
s .....	211 00
; of wood and ivory .....	332 00



Wood manufactures .....	\$232 00
Wheat, 15,000 bushels .....	15,000 00
Wool, 399,392 pounds .....	100,323 00
Zinc and spelter, in sheet .....	29 00
Military clothing stores .....	1,385 00
Wearing apparel of British subjects dying abroad .....	50 00
Bookbinders' tools .....	206 00
Zinc, white, dry .....	26 00
Fabrillo and Mexican fiber .....	637 00
Coin and bullion .....	867 00
Total .....	3,017,008 00

Statement showing the description, quantity, and value of the exports from the port of Hamilton during the year ended September 30, 1868.

Scrap-iron, 256 tons .....	\$5,120 00
Staves, standard, 88,000 .....	8,040 00
Staves, other, 165,000 .....	8,080 00
Planks, boards, &c., 10,982,000 feet .....	125,764 00
Shingles, 124,000 .....	312 00
Laths .....	28 00
Butter, 4,000 pounds .....	413 00
Wool, 37,200 pounds .....	9,300 00
Hides, 71 cwt .....	600 00
Barley and rye, 543,649 bushels .....	433,513 00
Flour, 6,377 barrels .....	44,639 00
Green fruit, 817 barrels .....	1,697 00
Malt, 1,200 bushels .....	1,800 00
Pens, 245,139 bushels .....	184,918 00
Wheat, 116,656 bushels .....	178,597 00
Printed books .....	124 00
One buggy .....	200 00
Hardware .....	2,906 00
Leather .....	642 00
Woolens .....	5,691 00
Wood, manufactured .....	2,000 00
Drugs .....	276 00
Hats .....	630 00
Earthenware .....	145 00
Gunpowder .....	1,344 00
Groceries .....	2,000 00
Leached ashes, manure .....	1,100 00
Total .....	1,019,869 00

Statement exhibiting the arrival and destination of emigrants at Hamilton agency during the year ended September 30, 1868.

Nationality.	By way of St. Lawrence.	By way of States.	Total.	DESTINATION.		Remarks.
				Canada.	States.	
English .....	432	5,027	5,459	1,321	4,138	2,355 were Mormons to Utah
Irish .....	124	1,327	1,351	471	880	25 were Mormons to Utah
Scotch .....	186	852	1,038	511	527	204 were Mormons to Utah
Germana .....	760	17,565	18,325	591	17,734	26 were Mormons to Utah
Norwegians .....	4,883	2,523	7,406	3	7,403	110 were Mormons to Utah
American citizens .....		2,099	2,099	2,099		
French .....		1	1		1	
Welch .....	5	266	271	7	264	240 were Mormons to Utah
Danes .....		516	516		516	150 were Mormons to Utah
Swedes .....	301	3,506	3,807		3,807	100 were Mormons to Utah
Hollanders .....		1,234	1,234		1,234	9 were Mormons to Utah
Bohemians .....	2	1,120	1,122	6	1,116	
Italians .....		2	2	2		
Total .....	6,693	35,938	42,641	5,011	37,620	3,219 were Mormons to Utah

MEMORANDUM.—The number that left Canada during the same period for Buffalo, Rochester, Syracuse, Saginaw, Minnesota, and other places in the United States, were 1,993.

*showing the description, quantity, and value of the exports from  
ular district of Hamilton to the United States during the year  
eptember 20, 1868.*

0 barrels.....	\$2, 203 04
ushels.....	100 00
191 bushels.....	518, 988 34
pounds.....	1, 137 54
ushels.....	116 01
pounds.....	35 87
is.....	848 44
111 pounds.....	57, 674 83
1 head.....	48, 288 93
0,462.....	8, 505 52
514 pounds.....	14, 710 35
16 cords.....	41 00
5 barrels.....	87 30
100.....	34 44
300 pounds.....	77 39
, 311,678 pounds.....	9, 350 34
ir, 1 hogshead.....	295 10
.....	8 20
16,000 feet.....	707 25
107 cases.....	7, 399 90
, 757½ yards.....	160 20
barrels.....	39, 388 07
1 pounds.....	22, 231 58
362 bushels.....	17, 254 63
00 pounds.....	109 67
1 barrels.....	137, 310 65
.....	283 55
ages.....	317 49
rels.....	74 01
s.....	335 48
ets.....	41 00
ings, 3 cases.....	224 58
.....	156 00
.....	3, 123 70
.....	10, 882 36
ets, 1.....	2 57
10.....	44 28
bundles.....	498 76
oofs, 10 hogsheads.....	36 59
oods.....	24, 943 95
ags.....	80 72
ses.....	1, 189 14
38,220 pounds.....	47 77
.....	256 74
ackages.....	15 01
inds.....	8 64
l, 20 pounds.....	20 50
ackages.....	579 87
17 gallons.....	456 29
te, 1,133 pounds.....	158 62
580,529 feet.....	113, 379 10
.....	5, 865 74
bushels.....	32, 728 29
1,420 pounds.....	426 32
es.....	130 26
da, 10,222 pounds.....	316 00
028 pounds.....	395 14
272 barrels.....	43, 573 07
000 pounds.....	304 50
.....	420 00
gs, 1,770.....	53 10
7 bushels.....	218, 090 65
2 bushels.....	1, 644 48
.....	23 00
ords.....	306 57

Poultry, 19 boxes.....	
Pumps, 4.....	
Reps, 1 case.....	
Seeds, 6 boxes.....	
Sheep and lambs, 11,264.....	2
Sheepskins, 9,251.....	1
Shingles, 5,268,850.....	
Scythes, 3.....	
Saddlery.....	
Shorts, 20,000 pounds.....	
Salmon, 1 barrel.....	
Skins, 200 cases.....	
Scrap-iron, 846,392 pounds.....	
Scrap-steel, 64,574 pounds.....	
Spools, 550.....	
Sundries.....	
Tow and waste, 257 bales.....	
Telegraph poles, 1,761.....	
Trees, 19,800.....	
Vegetables, 704 packages.....	
Wagon, 1.....	
Wheat, 146,974 bushels.....	23
Wooden patterns.....	
Wool, 802,543 pounds.....	22
Total.....	1, 87
Total value of exports to the United States.....	1, 87
Total value in bond through the States.....	27
Grand total.....	2, 15

CHIPPEWA.—J. C. KIRKPATRICK, *Consular Agent.*

DECEMBER 31,

*Statement showing the description and value of the exports from th  
to the United States during the quarter ended this day.*

Round oak, stave bolts, wood, timber, boards, posts, tiers, bolts, &c.....	
Wheat, red.....	
Barley.....	
Hay, old and new.....	
Wheat and barley.....	
Piling.....	
Total for quarter ended December 31, 1867.....	1

GODERICH.—THOS. ALLCOCK, *Consul.*

DECEMBER 31,

*Statement showing the description, quantity, and value of the expor  
this port to the United States during the quarter ended this da*

Household goods.....	9
Wheat, 94,477 <sup>3</sup> / <sub>8</sub> bushels.....	14
Cattle.....	
Butter, eggs, cheese, and oats, 62,320 pounds, 64 firkins, 201 barrels, 110 kegs, 18,510 dozen, 343 bushels, 86 packages.....	1
Barley, 18,469 bushels.....	1
Sheep and lambs, 1,464.....	

Pease, flax, and flaxseed, 1,403 bushels, 8,300 pounds.....	\$1,998 82
Horses, wagons, and harness.....	590 00
Lumber, 446,000 feet.....	4,076 00
Shorts, bran, mill feed, &c., 75½ tons.....	673 00
Flour, 1,300 barrels.....	8,744 00
Bath bricks, 51,840.....	540 00
Deer, 19.....	75 00
Sundries.....	1,022 50
Total for quarter ended December 31, 1867.....	191,888 47
Total for quarter ended March 31, 1868.....	129,543 47
Total for quarter ended June 30, 1868.....	214,629 97
Total for quarter ended September 30, 1868.....	44,663 62
Grand total.....	580,725 53

REMARK.—The decrease of exports during the September quarter is attributed to the order permitting shippers to obtain their certificates at other than the district from which articles are sent, Goderich being forty-five miles from the principal shipping point.

### FORT ERIE, ONTARIO.—F. N. BLAKE, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from Fort Erie to the United States for the quarter ended this day.*

Horses, cattle, sheep, and lambs.....	\$32,847 17
Swine, poultry, eggs, &c.....	4,639 11
Butter, meat, flour, and cheese.....	16,829 06
Fruit, buckwheat flour, and oatmeal.....	994 60
Barley, wheat, and pease.....	148,903 84
Onions, beans, seeds, &c.....	67 70
Mill feed and hay.....	815 09
Lumber, staves, and stave bolts.....	22,445 47
Shingles, 10,750 feet.....	320 00
Bath bolts and timber.....	9,165 80
Keeps, 114,500.....	286 50
Wood, 1,199 cords.....	2,197 92
Lead, 55 pounds.....	9 95
Turnips, 700 bushels.....	105 00
Brags.....	41 00
Sundries.....	7,944 84
Total for quarter ended December 31, 1867.....	247,613 05
Total for quarter ended March 31, 1868.....	178,696 40
Total for quarter ended June 30, 1868.....	509,089 82
Total for quarter ended September 30, 1868.....	685,867 32
Grand total.....	1,621,266 59

### PORT ROWAN, ONTARIO.—G. C. BAKER, *Consular Agent*.

*Statement showing the description, quantity, and value of the exports from this consular agency to the United States during the quarters ended June 30 and September 30, 1868, respectively.*

Lumber, 10,425,967 feet.....	\$127,125 23
Square and round timber, 25,064,990 feet.....	106,330 55
Stave timber, 122,670 feet.....	8,492 84
Shingles, 5,753,500.....	10,807 63

Laths, 1,696,950.....	99
Cedar posts, 650 pieces.....	
Wood, 2,094 cords.....	3
Stave bolts, 8,489 cords.....	33
Railroad ties, 7,716 pieces.....	1
Staves, 318,229.....	4
Carriages, 3.....	
Harness, 1.....	
Horses, 2.....	
Hay, 10 tons.....	
Household goods.....	
Eggs, 686 dozen.....	
Butter, 367 pounds.....	
Barley, 92,918 bushels.....	90
Wheat, 22,882 bushels.....	20
Peas, 4,035 bushels.....	5
Flour, 509 barrels.....	5
Sundries.....	
Total.....	421

PRESCOTT.—JAS. WELDON, Consul.

SEPTEMBER 30, 1

Statement showing the description, quantity, and value of the export  
this consular district to the United States during the year ended Sep  
30, 1868.

Barley, 15,220 bushels.....	\$15
Beans, 193 bushels.....	
Buckwheat, 346 bushels.....	
Butter, 1,050,042 pounds.....	190
Belt, 1.....	
Cattle, 3,194.....	75
Calfskins, 42,629.....	30
Castings, 59,258 pounds.....	1
Deal ends, 200.....	
Eggs, 70,997 dozen.....	1
Flax, 71,365 pounds.....	7
Flour, 2,000 pounds.....	14
Fur skins, 24,573.....	10
Garden seeds, 12 cases.....	
Horses, 286.....	20
Hogs, 750.....	5
Hops, 6,655 pounds.....	9
Hoops, 462,000.....	5
Hop poles, 63,000.....	5
Iron ore, 1,220 tons.....	5
Iron pyrites, 200 tons.....	
Iron, scrap, 83 tons.....	
Iron, pig, 15 tons.....	
Ink, 2 barrels.....	
Lumber, 123,147,766 feet.....	1,270
Laths, 7,049,000.....	
Logs, 50.....	
Oats, 9,020 bushels.....	4
Peas, 1,375 bushels.....	
Plumbago, 6,855 pounds.....	
Poultry, 70,595 pounds.....	
Rye, 20,694 bushels.....	2
Rags, 59,041 pounds.....	
Shingles, 12,799,000.....	2
Shingle bolts, 2,788 cords.....	
Staves, 421,000.....	
Sheep, 4,221.....	



Sheepskins, 1,283 .....	\$190 55
Settlers' effects .....	8,504 00
Sundries .....	3,055 92
Tow, 14,573 pounds .....	335 16
Telegraph poles, 5,867 .....	2,238 30
Wool, 127,194 pounds .....	30,975 16
Wool clips, 55,685 pounds .....	4,483 40
Total. . . . .	<u>1,816,421 17</u>

KINGSTON.—S. B. HANCE, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Iron ore, scrap, and pig iron, 3,201 $\frac{3}{4}$ tons and 38,695 pounds.....	\$12,542 45
Lumber, 1,634,652 feet.....	16,708 15
Horses and cattle, 137 head.....	4,132 64
Butter, 106,861 pounds.....	17,055 44
Hop poles, 50,939.....	1,791 74
Household goods.....	3,150 00
Barley, 56,715 bushels.....	46,074 60
Shingles and shingle bolts, 637,500 and 860 cords.....	3,835 00
Cedar posts, 65 single posts, 35 cords, laths, 314,000, and culls, 64,000 ft..	904 00
Rye, 18,008 bushels.....	17,381 95
Hops, 53 bales.....	2,782 00
Mink, otter, fisher, and martin skins, 1,387.....	4,614 80
Salt, 5,751 sacks and 975 tons.....	6,232 00
Sundries.....	594 49
Total for quarter ended December 31, 1867.....	<u>137,799 26</u>
Total for quarter ended March 31, 1868.....	37,012 15
Total for quarter ended June 30, 1868.....	132,352 84
Total for quarter ended September 30, 1868.....	<u>221,650 75</u>
Grand total.....	<u>528,815 00</u>

*Statement showing the description, quantity and value of the exports from Kingston to the United States for the year ended September 30, 1868.*

Apples, 225 barrels.....	\$427 50
Alfalfa, (bleached,) 21,000 bushels.....	735 00
Barley, 803,835 bushels.....	733,187 60
Butter, 327,672 pounds.....	54,833 59
Buckwheat, 513 bushels.....	358 10
Bricks, 107,700.....	656 18
Broom handles, 77,000.....	308 00
Cattle, sheep, and hogs, 4,094 head.....	39,922 15
Cedar posts, 180 cords.....	1,415 00
Eggs, 22,653 $\frac{1}{2}$ dozen.....	2,871 85
Household goods.....	25,331 88
Horses, 258 head.....	25,445 56
Hides and skins, 13,014.....	12,783 52
Hop poles, 140,082.....	2,774 40
Hops, 9,045 pounds.....	2,782 00
Lumber, 2,186,575 pieces.....	5,855 96
Iron, scrap, 462,643 pounds.....	4,376 54
Iron, pig, 2,826 tons.....	44,881 00
Iron ore, 8,517 tons.....	16,954 00
Lumber, 86,515,562 feet.....	} 945,962 25
Shingles, 5,336,251,000.....	
Shingles, 11,240,500 pieces.....	
Shingles, 296,115 feet.....	
Lumber, 294,367 cubic feet.....	

Oats, 162½ bushels.....	
Poultry.....	
Peas, 5,953 bushels.....	8
Railroad ties, 263,375.....	34
Rye, 171,603 bushels.....	167
Sundries.....	27
Steel, 161,388 pounds.....	9
Stave bolts, 6,770½ cords.....	17
Shingle bolts, 8,842 cords.....	32
Salt, { 1,498 tons .....	34
Salt, { 14,498 bushels.....	34
4,489 sacks.....	
Saw logs, 22,273.....	24
Venison, 37 carcasses.....	
Wheat, 15,350 bushels.....	27
Wire rigging, 38,679 pounds.....	
Total .....	2,294

GANANOQUE.—E. E. ABBOTT, *Consular Agent.*

DECEMBER 31, 1867

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this date*

Spring steel and iron, 247,651 pounds.....	\$4
Lumber, 17,750 feet.....	
Oak and hemlock logs, 75 .....	
Butter, 19,923 pounds.....	
Household goods .....	
Total for quarter ended December 31, 1867.....	15
Total for quarter ended March 31, 1868.....	
Total for quarter ended June 30, 1868.....	
Total for quarter ended September 30 1868.....	
Grand total .....	27

NAPANEE.—H. RALSTON, *Consular Agent.*

DECEMBER 31, 1867

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this date*

Lumber, 1,744,278 feet.....	\$10
Railroad ties and stave bolts, 3,175 ties and 479 cords .....	
Barley, 42,839 bushels.....	34
Oxen and horses, 3.....	
Shingles, planks, laths, and headings, 786,750 and 49,477 feet .....	9
Rye, 18,613 bushels .....	17
Rye and barley, 19,116 bushels.....	17
Butter and eggs, 5,613 pounds, 397 dozen, and 6 barrels.....	
Household goods .....	
Bell metal, 1,024 pounds.....	
Total for quarter ended December 31, 1867.....	87
Total for quarter ended March 31, 1868.....	
Total for quarter ended June 30, 1868 .....	11
Total for quarter ended September 30, 1868.....	27
Grand total .....	48

BELLEVILLE.—J. W. CARMAN, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Lumber, laths, culls, &c., 1,982,800 and 8,900,497 feet.....	\$90,309 11
Barley and wheat, 121,462 bushels.....	99,907 10
Household goods.....	2,753 00
Rye, 73,273 bushels.....	71,658 36
Shingle and cedar bolts, 100 cords.....	730 00
Horses, 3.....	600 00
Butter, 53,143 pounds.....	6,746 09
Sundries.....	686 75
Total for quarter ended December 31, 1867.....	273,190 41
Total for quarter ended March 31, 1868.....	29,278 23
Total for quarter ended June 30, 1868.....	216,728 26
Total for quarter ended September 30, 1868.....	430,335 83
Grand total.....	1,149,532 73

PICTON.—R. CLAPP, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Shave bolts, 140 cords.....	\$924 50
Barley and wheat, 53,160 bushels.....	48,150 70
Pean, 440 bags, 78 barrels, and 3,538 bushels.....	4,925 54
Butter, 11,004½ pounds.....	3,226 23
Rye, 10,940½ bushels.....	10,346 30
Cattle, 18 head.....	250 56
Horses, 3.....	320 00
Apples and cider, 334 barrels and 55 gallons.....	549 59
Total for quarter ended December 31, 1867.....	68,693 42
Total for quarter ended June 30, 1868.....	25,656 02
Total for quarter ended September 30, 1868.....	154,821 51
Total for nine months.....	249,170 95

MONTREAL.—W. W. AVERELL, *Consul General.*

*Statement showing the description, quantity, and value of exports to the United States from this consular district for the year ended September 30, 1868.*

Apples, 520 barrels.....	\$1,031 50
Ash scrapings, 15 barrels.....	174 49
Almonds, 13,878 pounds.....	2,919 49
Abnthe, 4 cases.....	234 00
Ale, 600 dozen.....	645 00
Ale, 700 gallons.....	270 00
Asbestos, 19 tons.....	151 61
Bran, 401 tons.....	6,749 00
Butter, 192,633 pounds.....	344,955 66

Bark extract, 283 barrels.....	\$2,7
Bags, 3,800.....	5
Beef, 1,401 pounds.....	
Biscuits, 946 pounds.....	
Balsam of fir, 90 gallons.....	1
Brandy, 3,476 gallons.....	5,8
Brandy, 267 cases of one dozen.....	1,9
Bonedust, 70,166 pounds.....	5
Bones for manure, 260 tons.....	6,7
Bone-black, 59 tons.....	1,0
Bone fan sticks, 18,800 feet.....	3
Books, 13,565 volumes.....	5,6
Beans, 461 bushels.....	7
Barley, 310,718 bushels.....	271,7
Boots and shoes, 72 pairs.....	
Boxes, 193 cases.....	1,3
Clay pipes, 8,395 boxes.....	7,0
Clothing, 15 cases.....	2,7
Cut nails, 15,000 pounds.....	9
Canada plates, 319 boxes.....	1,1
Canada balsam, 2,636 gallons.....	4,1
Castile soap, 7,730 pounds.....	4
Cream tartar, crystals, 11,522 pounds.....	1,7
Cattle, 1,597 head.....	27,7
Cattle tails, 17,500.....	5
Cattle hair, 18,660 pounds.....	1,0
Carriages, 4.....	6
Calfskins, 14,473.....	11,7
Caustic soda, 78,100 pounds.....	3,2
Cochineal, 350 pounds.....	2
Champagne, 10 cases.....	1
Castor oil, 1,200 pounds.....	2
Castor oil, 7 cases.....	1
Car wheels, 48.....	7
Corn meal, 60 barrels.....	3
Cod-liver oil, 889 gallons.....	7
Cod oil, 423 gallons.....	2
Chains, 24,731 pounds.....	1,2
Claret wine, 2,400 gallons.....	9
Cordials, 17 cases.....	1
Coupon box, 1.....	
Carbonate of soda, 500 kegs.....	1,4
Cigars, 3,000.....	1
Carboys, 200.....	2
Doors, 2.....	
Drugs, 81 cases.....	1,5
Dressed hogs, 24,349 pounds.....	1,6
Dried apples, 424 pounds.....	
Dairy skins, 3,567.....	2,7
Dairy salt, sacks, 697.....	1,3
Dry goods, 15 cases.....	4,2
Dogs, 2.....	
Eggs, 2,364 barrels.....	30,4
Earthenware, 80 crates.....	2,8
Essences, 2 cases.....	1
Elastic web, 40,330 yards.....	17,4
Furs, dressed skins, 2,207.....	2,9
Furs, raw skins, 4,649.....	9,5
Furs, manufactured, 11 cases.....	9
Furs, waste, 2,200 pounds.....	3
Fancy goods, 1 case.....	1
Feed, 210 tons.....	3,9
French calfskins, 1,234 pounds.....	2,9
Flour, 4,096 barrels.....	26,4
Flax, 188,194 pounds.....	22,1
Flaxseed, 9,832 bushels.....	15,5
Flax tow, 7,795 pounds.....	6
Flax fiber, 2,906 pounds.....	2
Fish, 324 barrels.....	2,0
Furnace, 1.....	1

tiles, 6 casks.....	\$292 32
8 pounds.....	732 61
ck, 37,196 pounds.....	624 40
t, 604,896 pounds.....	764 18
gallons.....	449 93
, 19 cases.....	389 93
d, 610 bushels.....	1, 005 37
77 pounds.....	99 20
bark, 120 cords.....	340 00
, 36,243 pounds.....	1, 988 80
.....	118 88
, 5,058 barrels.....	13, 556 25
4 cases.....	1, 385 05
tings, 22 cases.....	290 76
8 cases.....	230 50
, 511.....	194, 781 06
pectoral, 264 dozen.....	198 00
, 766 pounds.....	3, 337 30
nts of trade, 1 case.....	252 25
itters, 200 dozen.....	600 00
itters, 307 gallons.....	184 20
uriosities, 1 case.....	30 00
ses.....	197 68
'sweepings, 2,000 pounds.....	200 00
14,129,704 feet.....	140, 987 43
01,000.....	184 74
e, 3,077 pounds.....	187 69
08.....	194 40
ea, 12 barrels.....	150 00
4,431 pounds.....	1, 019 13
scraps, 5,000 pounds.....	128 27
ata, 6.....	627 00
de, 12 dozen.....	33 00
, 200 kits.....	2 00 00
eous stores, 22 cases.....	6, 317 52
eous goods, 43 cases.....	1, 773 33
files, 123 dozen.....	406 56
wa, 4.....	400 00
wine, 52 gallons.....	143 00
981 pounds.....	2, 475 89
, 16,755 pounds.....	1, 117 00
hogsheads.....	2, 793 11
78 kegs.....	3, 114 64
3,123 barrels.....	19, 191 00
, 678 bushels.....	66, 908 63
er, 5,000 pounds.....	625 00
and lead, 36,377 pounds.....	858 28
r, 80 ounces.....	95 00
s, 130 pounds.....	11 70
wheels, 11 tons.....	206 00
, 1,396 gallons.....	1, 964 70
, 10 cases.....	928 00
.....	200 00
oil, 5 jars.....	931 00
framed, 1.....	94 00
s, framed, 2.....	300 00
, 065 hundred weight.....	960 00
matter, 18 cases.....	1, 317 00
ck, 21,137 pounds.....	731 38
o, 1,325 barrels.....	30, 245 94
are, 1 case.....	31 95
barrels.....	1, 182 84
13,736 tons.....	275, 336 11
124,890 pounds.....	12, 391 00
effects.....	19, 320 00
98 dozen.....	735 75
r, 4,480 pounds.....	34 00
155 bushels.....	8, 498 90
ons.....	8 00
, 1,779 bushels.....	1, 033 14



Plasterers' hair, 19,000 pounds.....	
Plate glass, 43 cases.....	
Pearlash, 2,537 barrels.....	
Potash, 2,307 pounds.....	
Paint earth, 13,251 pounds.....	
Rye flour, 200 barrels.....	
Railroad engines, 3.....	
Rum, 81 gallons.....	
Robes, 1.....	
Raisins, 133,300 pounds.....	
Rifles, 50 cases.....	
Roofing slate, 289 squares.....	
Rice, 350 bags.....	
Rhenish wine, 1,357 gallons.....	
Scrap iron, 1,819 tons.....	
Salt, 88 tons.....	
Salt, 19,284 bags.....	
Salt, 20,722 bushels.....	
Sole leather, 43,739 pounds.....	
Steam tumbling barrel, 1.....	
Saws, 3 cases.....	
Sheepskins, 809.....	
Sewing machine castings, 90.....	
Shooks, 6,912.....	
Store pigs, 18.....	
Screw jacks, 3.....	
Sleighs, 2.....	
Sleigh robes, 1 case.....	
Sherry wine, 1,213 gallons.....	
Saltpetre, 4,208 pounds.....	
Soda ash, 214,564 pounds.....	
Straw goods, 8 cases.....	
Salmon, 520 barrels.....	
Soda crystals, 22,642 pounds.....	
Seal oil, 13,033 gallons.....	
Stove polish, 15,250 pounds.....	
Semaphon lamps, 30.....	
Silver-plated glass, 6 cases.....	
Steel, 3,468 pounds.....	
Turnips, 127 barrels.....	
Tea, 384,194 pounds.....	1
Twines, 408 pounds.....	
Table-salt, 1,844 jars.....	
Threshing machines, 1.....	
Varnish, 6,033.....	
Vitches, 500 bushels.....	
Vinegar, 546 gallons.....	
Wines, 1,230 gallons.....	
Wines, 7 cases.....	
Wines, bottles, 133 gross.....	
Wheat, 21,148 bushels.....	
Woolens, 2,268 yards.....	
Woolen caps, 231 dozens.....	
Whisky, 240 gallons.....	
Whisky meter, 1.....	
Wood patterns, 4 cases.....	
Window glass, 2,258 boxes.....	
Wrought iron, 5 tons.....	
Total.....	<u>2,1</u>

PORT SARNIA.—A. W. DUGGAN, *Consul*.

MARCH 31, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Horses, harness, buggies, wagons, buffalo robes, sleighs whiffletrees, &c ..	\$18,067 48
Barley .....	44,203 81
Pork, butter, wheat, oats, &c .....	603 30
Wheat .....	2,844 35
Two engine boilers and their appurtenances .....	1,300 00
Sheep, lambs, and sheepskins .....	774 07
Household goods and effects .....	1,602 50
Books .....	867 90
Pease .....	357 44
Oxen .....	70 00
Sundries .....	18,701 42
Total for quarter ended March 31, 1868 .....	89,392 27
Total for quarter ended June 30, 1868 .....	107,782 38
Total for quarter ended September 30, 1868 .....	28,212 97
Total for nine months .....	225,387 62

*Statement showing the description, quantity, and value of the exports from Port Sarnia to the United States during the year ended September 30, 1868.*

Apples, dried .....	\$52 85
Bridles, 14 .....	28 00
Butter, 21,950 pounds .....	3,198 86
Barley, 7,310 bushels .....	57,242 77
Buffalo robes, 13 .....	83 50
Bean, 9,000 bushels .....	92 00
Books, 15 cases .....	876 90
Beans, $\frac{1}{2}$ bushel .....	1 50
Beef, 50 pounds .....	3 00
Blankets, 29 .....	57 50
Brick bricks, 2,160 boxes .....	780 00
Bags, 14 .....	3 30
Cheese vat, 1 .....	135 75
Cattle, 134 head .....	4,360 64
Cotton, 26 $\frac{1}{2}$ yards .....	4 44
Chains, 25 .....	32 25
Cheese, 60 pounds .....	6 70
Cedar posts, 3,000 .....	90 00
Cider .....	1 00
Cloths, 534 yards .....	658 70
Card wood, 290 cords .....	445 00
Engine boilers, 15 .....	5,845 00
Flour, wheat, 3,300 pounds .....	100 95
Flour, buckwheat, 100 pounds .....	3 00
Fruit, preserved, 36 cans and 20 pounds .....	11 00
Fish, 147 packages and 205 barrels .....	1,440 70
Feed, 3 bags .....	1 50
Fanning mill, 1 .....	10 00
Farming implements, sundries .....	94 00
Gun, 7 .....	50 00
Harness, 193 .....	2,629 00
Horses, 387 .....	30,933 25
Ham, 1 .....	1 50
Hoops, barrel, 50,800 .....	101 60
Honey, 15 pounds .....	2 00
Linen towels, 19 .....	3 50
Lumber, 228,885 feet .....	3,019 56

Lard, 73 pounds .....	87 30
Mill castings, sundries .....	8 00
Malt, 80 bushels .....	68 00
Oatmeal, 1 barrel .....	7 00
Oats, 75 bushels .....	29 65
Oil, 1 gallon .....	50
Onions, 2 bushels .....	1 50
Peas, 2,145 bushels .....	1,737 04
Pipe, Indian, 1 .....	3 00
Pork, 3,929 pounds .....	243 00
Pickles, 3½ barrels .....	10 50
Pig, 1 .....	3 00
Poultry, sundry .....	10 58
Railroad iron .....	3,380 00
Railroad ties, 900 .....	112 50
Skins, sheep, 2,610 .....	1 359 26
Skins, raccoon .....	2 70
Skins, deer, 1 .....	1 00
Saw, 1 .....	3 00
Stoves, 5 .....	46 00
Shorts, 141,851 bushels .....	193 75
Sheep, 456 .....	1,385 87
Scrap iron, 496½ pounds .....	10,032 50
Sauerkraut, 1 keg .....	1 00
Staves, oak, 103,254 .....	1,673 79
Sugar, 16,269 pounds .....	2,806 10
Soap, 21 pounds .....	3 44
Saddles, 21 .....	125 00
Sleighs, 47 .....	451 50
Timber, 5,080 feet .....	355 60
Tools, drilling, sundries .....	1,784 30
Trunks, 2 .....	33 00
Tools, smiths', sundries .....	105 00
Tools, carpenters' .....	117 50
Tin ware .....	15 00
Thrashing machine, 1 .....	80 00
Tar, 100 barrels .....	150 00
Telegraph poles, 3,132 .....	304 33
Wheat, 8,779 bushels .....	14,605 35
Wagons, 71 .....	4,770 00
Wool, 7,546 pounds .....	2,011 68
Yarn, 84 pounds .....	38 20
Miscellaneous goods for Hudson's Bay and Red River settlement .....	67,583 69
Total .....	<u>227,987 35</u>

FEBRUARY 12, 1869.

I have the honor of transmitting the following report for the year ended the 30th September, 1868:

The exports to the United States from this consular district show a slight increase of \$2,549 29 over last year, (1867.) This is owing in part to the large quantities of barley shipped from this port. In commercial importance this cereal ranks first this year, taking the place which wheat filled in times past, and the high price it commanded. In the month of October it sold at \$1 53, in November at \$1 30, and in December at \$1 25 per bushel.

The exportation of horses has also been large, numbering 872.

For wheat (while a large crop was harvested) there has been a very light demand; 6,696 bushels only were shipped during the year.

The heat and drought prevailing during the summer months injured the crop of oats. The supply was not equal to the demand, the prices ranging from 45 to 55 cents per bushel.

The oil interest of this district is principally in the hands of American capitalists, and for the last year the production of this article has been

at a stand-still, owing to the very low price—crude oil command-  
n 45 to 50 cents per barrel. The exports from Canada to foreign  
r the year 1868 amounted to only 3,200 barrels. The total stock  
e oil in the hands of producers and refiners does not fall short of  
barrels—the production, however, at present being very light,  
out enough for home consumption.  
value of all dutiable goods imported from the United States to  
t during the last year amounted to \$299,472.

QUEBEC.—GEO. H. HOLT, *Vice-consul.*

DECEMBER 31, 1867.

*nt showing the description and value of the exports from this port to  
the United States during the quarter ended this day.*

.....	\$28,076 31
.....	1,227 70
ld goods .....	1,270 14
l and pickled salmon .....	135 00
nstruments .....	108 00
sand .....	400 75
l rigging .....	1,340 85
.....	219 93
etal .....	1,051 60
clothing .....	1,114 85
.....	595 42
el, &c .....	171 84
ings .....	1,370 00
.....	34 10
l for quarter ended December 31, 1867 .....	37,116 49
l for quarter ended March 31, 1868 .....	15,404 09
l for quarter ended June 30, 1868 .....	45,155 04
l for quarter ended September 30, 1868 .....	69,183 97
Grand total .....	166,859 50

*showing the number and tonnage of sailing vessels and steamers, with the number of  
ployed, entered and cleared during the year 1868. Also, the countries from whence  
ne and for which they cleared, whether in cargo or in ballast. Also, distinguishing  
tries to which they belonged.*

	ENTERED.			CLEARED.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
.....	958	646,511	19,306	1,038	754,600	19,544
h cargo .....	590	414,718	13,589	1,038	754,600	19,544
ballast .....	368	231,793	5,717	.....	.....	.....
l .....	958	646,511	19,306	1,038	754,600	19,544
steamers .....	70	87,911	5,358	59	75,919	4,693
sailing vessels .....	888	558,600	13,948	979	678,681	14,851
L .....	958	646,511	19,306	1,038	754,600	19,544
els .....	756	541,961	16,596	834	649,878	16,878
els .....	202	104,550	2,710	204	104,722	2,666
L .....	958	646,511	19,306	1,038	754,600	19,544

Return of vessels inward and outward for 1868.

Under what flags.	INWARD.			OUTWARD.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	M
British.....	756	541,961	16,596	834	649,878	
United States.....	1	338	10	2	653	
French.....	4	1,555	49	4	1,555	
Norwegian.....	153	79,041	2,030	154	79,349	
Prussian.....	17	6,849	197	16	6,441	
Swedish.....	4	2,367	56	4	2,367	
Hamburg.....	4	3,214	75	5	3,357	
Bremen.....	9	6,550	162	9	6,550	
Portugese.....	2	316	14	3	495	
Russian.....	1	365	12			
Mecklenburg.....	1	281	12	1	281	
Danish.....	6	3,674	93	6	3,674	
Total.....	958	646,511	19,306	1,038	754,600	

Return showing from what country vessels arrived and departed in 1868.

Where from.	ARRIVED.			DEPARTED.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	l
Great Britain.....	696	524,139	16,139	928	729,589	
United States.....	23	18,140	388	1	146	
British colonies.....	70	9,167	408	68	9,006	
Other countries.....	169	95,065	2,371	41	15,859	
Total.....	958	646,511	19,306	1,038	754,600	

Return of countries from which vessels have arrived inward, and for which vessels have cleared outward, for 1868.

Where from.	INWARD.			OUTWARD.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	l
United Kingdom.....	696	524,139	16,139	928	729,589	
Nova Scotia.....	73	16,169	380	60	11,245	
New Brunswick.....	19	978	22	4	567	
Newfoundland.....	53	4,795	264	56	4,084	
Prince Edward Island.....	6	213	21	4	1,280	
British West Indies.....	8	2,434	81	3	553	
Spanish West Indies.....	1	176	7	4	1,280	
France.....	29	14,510	371	9	4,339	
St. Pierre Miquelon.....	3	251	14	7	461	
United States.....	23	18,140	388	1	146	
Spain.....	10	4,474	116	1	630	
Portugal.....	3	664	23	2	315	
Norway.....	64	35,299	899			
Hamburg.....	9	5,562	140	1	486	
Bremen.....	8	6,812	150	2	1,533	
Sweden.....	1	515	13			
Holland.....	6	3,720	84	1	436	
Gibraltar.....	2	763	21	1	424	
Malta.....	1	962	21			
Belgium.....	12	5,029	137			
Italy.....	4	2,816	67	1	390	
Sardinia.....	2	1,011	27			
Africa.....	6	4,914	115			
South America.....	9	7,604	169	13	5,989	
Australia.....				4	3,378	
Egypt.....	2	1,708	39			
Total.....	1,050	663,658	19,708	1,102	766,925	



*Statement showing the number of passengers arrived at the port of Quebec during the year 1868, in steamers and sailing vessels.*

England, in steamers .....	16, 134
England, in sailing vessels .....	48
Ireland, in steamers .....	2, 577
Ireland, in sailing vessels .....	8
Scotland, in steamers .....	1, 827
Scotland, in sailing vessels .....	99
Germany, in sailing vessels .....	4, 371
Norway and Sweden, in sailing vessels .....	9, 601
Other countries .....	11
<b>Total .....</b>	<b>34, 676</b>

*Statement of the customs dues received during the year ended December 30, 1868.*

Duties .....	\$506, 180 52
Emigrant tax .....	32, 695 50
Water police dues .....	16, 319 16
Hospital dues .....	11, 921 74
Duties collected at Three Rivers .....	1, 841 00
Steamboat fund .....	1, 363 80
<b>Total .....</b>	<b>570, 321 72</b>

*Vessels sold to France during the year 1868.*

Vessels.	Estimated value.	Tons.	Price for which the vessel was sold.
Martinique, 1. 33-1867 .....	\$18, 666 66	408	100, 000 francs.
Justine, 2. 81-1866 .....	14, 600 00	426	£3, 000
Letitia, 3. 81-1867 .....	5, 693 33	161	30, 500 francs.
Cornair, 4. 67-1-67 .....	32, 947 33	677	\$48 67 per ton.
Phida, 5. 49-1867 .....	58, 838 00	1, 209	\$48 67 per ton.
Confederation, 6. 25-1867 .....	17, 422 67	358	\$48 67 per ton.
Pina, 7. 96-1866 .....	37, 570 67	772	\$48 67 per ton.
Carlake, 8. 12-1868 .....	17, 733 34	416	95, 000 franca.
<b>Total .....</b>	<b>203, 472 00</b>	<b>4, 427</b>	.....

*Vessels sold to British subjects during 1868.*

Vessels.	Tons.	Vessels.	Tons.
Alippo, 1. 68-1867 .....	673	Ravenscliff, 6. 80-1867 .....	472
Aldersbott, 2. 34-1867 .....	1, 312	Modesly, 7. 80-1867 .....	979
Pace Partout, 3. 107-1864 .....	334	Ottawa, 8. 26-1866 .....	636
Avon, 4. 35-1867 .....	1, 207		
Algonquin, 5. 30-1867 .....	1, 499	<b>Total tons .....</b>	<b>7, 080</b>

Statement showing the description, quantity, and value of the goods imported from States to the port of Quebec and Three Rivers during the year 1868.

Description.	TO QUEBEC.				TO THREE RIVERS.
	By land.		Inland.		Inland.
	Quantity.	Value.	Quantity.	Value.	Quantity.
Perfumed spirits.....	galls.		2434	\$894	
Cigars.....	M		47 1-10	1,392	
Meats, fresh, salted, and smoked.....	lbs.		116,215	10,465	
Leaf tobacco.....	lbs.		302,180	19,918	
Tobacco, manufactured.....	lbs.		7,217	2,263	
Fish, salted or smoked.....	lbs.		17,871	1,154	
Sugar.....	lbs.		136,436	0,596	
Ten, green or Japan.....	lbs.		12,852	4,282	
Ten, black.....	lbs.		15,816	4,067	
Molasses.....	galls.	97,335	121,725	23,400	
Coffee roasted or ground.....	lbs.				72
Coffee, green.....	lbs.		96,622	10,320	
Cottons.....				3,654	
Furs, manufactured or raw.....				5,255	
Hardware.....				15,510	
Hides, raw.....				16,173	
Leather.....				1,009	
Mill machinery.....				854	
Spirits of turpentine.....	galls.	4,049			
Tobacco, unmanufactured.....	lbs.		131,310	11,947	
Other articles.....		8,577		182,850	
Total value.....		27,131		323,343	

Statement showing the description, quantity, and value of the exports from Quebec Rivers to the United States during the year 1868.

Description.	FROM QUEBEC.		FROM THREE RIVERS.	
	Quantity.	Value.	Quantity.	Value.
Plank and boards.....	M feet.	4,078	\$38,755	5,522
Laths.....		508	3,493	
Match splints.....		8,072	2,599	
Paving blocks.....		1,913	1,809	
Drawer ends and backs, blind slats, door and sash wood, lumber.....	cases.	16,621	3,975	
White pine.....	tons.	73	314	
Sugar boxes.....	no.			500
Oats.....	bush.			16,250
Barley.....	bush.	2,752	2,868	300
Flour.....	bbls.			100
Furs, raw.....	no.			8,439
Bones.....	tons.	56	822	
Plaster and lime.....	tons.	189	370	
Mineral paint.....	bbls.			50
Butter.....	lbs.			250
Poultry.....	lbs.			200
Maple sugar.....	lbs.			100
From Three Rivers.....			55,227	
Total.....			76,408	
			131,635	

Total value of goods exported from, and imported to, the port of during the year 1868.

Exports.....	4
Imports.....	-
Total business.....	1
	=

*Statement of the trade and navigation between the United States and the port of Quebec, seaward, during the year 1868, showing the number of vessels entered, inward and outward, with the number of tons and men employed, distinguishing the countries from which they entered and cleared, and under what flag; also those with cargoes and in ballast, and the value of imports and exports.*

Description.	No.	Tons.	Men.
<b>VESSELS INWARD.</b>			
Total number of vessels arrived .....	23	18,140	388
Vessels with cargoes .....	10	8,771	190
Vessels in ballast .....	13	9,369	198
Total .....	23	18,140	388
From New York .....	14	9,053	203
From Boston .....	4	3,582	75
From Mobile .....	2	2,625	52
From Portland .....	1	1,072	20
From Michigan .....	1	1,027	21
From Baltimore .....	1	781	17
Total .....	23	18,140	388
Under British flag .....	19	16,370	334
Under United States flag .....	1	338	10
Under Norwegian flag .....	1	450	11
Under Bremen flag .....	2	982	33
Total .....	23	18,140	388
<b>VESSELS OUTWARD.</b>			
Total number of vessels cleared, with cargoes .....	1	146	8
For port of Boston .....	1	146	8
Under British flag .....	1	146	8
Total value of imports by sea .....			\$27,131 00
Total value of exports by sea .....			1,198 00

*Statement of inland trade and navigation for the year 1868.*

	No.	Tons.	Men.
<b>INWARD.</b>			
Total number of vessels by canal .....	8	839	30
<b>OUTWARD.</b>			
Total number of vessels by canal .....	109	8,922	372

**IMPORTS.**

Value by canal .....	\$38,827 00
Value by railroad .....	314,425 00
Total .....	353,252 00

**EXPORTS.**

Value by canal .....	\$103,173 00
Value by railroad .....	28,462 00
Total .....	131,635 00

DECEMBER 14, 1868.

I have the honor to forward for your perusal returns of the supply, export, and stock of lumber and deals of Quebec for the past season, together with prices current, and such other information as I deem important.

The season has been one of more than ordinary activity in the timber trade and the staples. White pine has maintained a higher price than ever before. Notwithstanding an easy money market and a bountiful harvest, Canadian capitalists still show an unwillingness to employ their means in the ordinary channels of trade, and general distrust takes the place of confidence. This lack of confidence, which is a mild term for what in the United States is termed "old fogysm," has become so chronic in its nature that it can only be eradicated by some ministering angel south of 45°. Indeed, it is considered by many of the best men here that the seed of annexation has already been sown in rich soil, and that the advent of the new dominion is soon to be followed by a bountiful and much-hoped-for harvest.

American capitalists have the past year surprised the slow, supine business ideas of Quebec, by making large investments in timber territory. Much of the best and most available timber lands of Canada are now in the hands of Americans, as well as large tracts in the more distant north. For several years past a large quantity of timber has been annually purchased by Americans, manufactured into sawn lumber, and shipped across the St. Lawrence, and in the way of raft by way of Lake Champlain, without finding its way to this point. Of late this trade has increased to gigantic proportions. But Americans are not content with buying and sawing up the lumber of Canada; they have found their way into the very heart of the lumbering districts, purchasing limits at what is considered by Canadians fabulous prices, paying high rates for labor, and working these advantageously for their own market.

The large introduction of American capital and enterprise has increased tenfold the value of timber limits, and many of the manufacturers heretofore engaged in the Quebec trade have availed themselves of the opportunity of getting out of what they thought an uncertain business, by accepting the tempting offers of their American neighbors. It is a fact that within the past four or five years the Americans have taken almost the entire control of the whole vast Ottawa lumber district, while their agents are stationed along the river to intercept and buy up all the timber cut by Canadian lumbermen they can get hold of. The water-power of Ottawa City, which is studded with American mills, and the Ottawa River to its utmost length, is taxed to contribute to their supply.

The quantity of lumber now shipped from various parts of Canada to the United States is much larger than that shipped to England, and during the past year extensive shipments have been made by Americans to South America, and the lumber stamped with their names as American growth. The lumber business may well be called the principal business of Quebec, but it is confined to a few hands. The best pine and spruce is cut into deals and shipped to England; and although this does not leave so profitable a margin to shippers as it would were it cut into other forms, still they cling to old fashions and customs with the same tenacity as do the natives of Fayal, and through lethargy, supineness, or want of enterprise, none of the "manor born" dare make the experiment of change.

The soil of this district is equal to that of New England, and, although the season is short, is with proper cultivation susceptible of heavy crops of grass, roots, and cereals.

On the other hand, I know of no people with pretensions to civility who are so unwilling to improve the blessings which God has sent.

The number of ships completed during the past year is ten, with an aggregate tonnage of 11,715 tons against eighteen of about 16,500 tons in 1867. The number of ships now building is twenty in all, of an aggregate tonnage of 18,000 tons, against fifteen in 1867. The work on them is progressing slowly, and but few workmen are engaged, giving a lifeless and inanimate appearance to quarters where the busy hum of industry was heard five years ago. This once important branch of Canadian industry has nearly ceased. The wooden-built vessels are nearly at an end, so far as building them for the English market, and making it a profitable enterprise for the builder here. Iron has supplanted wood in almost every department of marine architecture, and its economical advantages stand the severest tests. At no period were Quebec-built vessels of very high repute in the English market; and, although of late great improvements have been made under the superintendence of Mr. J. B. Côté, the resident surveyor of Lloyd's, by using iron knees, iron girders and bracing, wire rigging, &c., still Quebec-built vessels do not fetch remunerative prices. The substituting of composite vessels is now talked of, but if there are capital and facilities, there is too much want of enterprise for such a change.

The inter-colonial railway, which is to connect Quebec and Canadian River with Halifax, Nova Scotia, and St. John, New Brunswick, is now under construction. The ports of Montreal and Quebec, when open to shipping vessels, are undoubtedly the most convenient for the shipping of heavy freights from Canada to Europe; but these are periodically closed during the winter season, and are therefore unavailable for one-half of the year. It is evident that on the completion of this railway, although Canada will have a winter outlet to the sea, still, from the favorable position of New York and Portland, they will continue to be the most favorable winter outlets for Canadian freight so long as the



when, like the machinery of a mill that has lost its propelling power, it is at a stand-still, awaiting the spring rains to set it in motion. The property owned by the city of Quebec in 1867 amounted to \$923,100; in 1868, to \$927,000. The revenue of Quebec for the year ended April 30, 1867, was \$520,276 82; for the year ended April 30, 1868, \$485,763 04, mostly derived from assessments.

Some of the statistics to complete my annual report I am unable to procure until after the close of the year, after which this report will be continued on such subjects as are deemed worthy of notice. Should there be any special matter about which the department desires information, I shall at all times be pleased to give such as is in my power.

*Statement showing the number of vessels built and registered at Quebec during the year ended December 31, 1868.*

	No. of vessels.	Tonn.
Ships .....	10	11,713
Barks .....	12	6,337
Brigantines .....	3	743
Schooners and barges .....	26	1,836
Steamers .....	2	111
Total .....	53	20,539

*Statement showing the description and quantity of the supply, export, and stock of lumber at Quebec to the 1st of December, for the years 1867 and 1868.*

Description.	Supply.		Export.		Total stock.	
	1867.	1868.	1867.	1868.	1867.	1868.
Oak..... feet ...	2,006,924	2,517,290	1,793,880	2,358,480	1,457,686	1,510,874
Elm..... do ...	930,580	2,235,976	1,229,400	1,324,200	884,943	671,339
Ash..... do ...	128,965	188,602	146,320	141,920	121,671	117,556
Birch..... do ...	202,773	343,561	381,580	409,000	31,147	21,248
Tamarack..... do ...	147,483	89,317	87,380	72,280	422,572	222,410
White pine, square..... do ...	16,739,545	10,029,185	14,773,820	15,272,720	13,000,843	7,647,386
White pine, waney..... do ...	2,799,372	2,157,761			1,905,422	1,713,165
Red pine..... do ...	1,204,751	1,000,657	2,664,980	2,202,440	3,333,331	1,630,749
Staves, standard..... m. lls ..	2,645	1,074	1,537	1,298	1,392	1,289
Staves, puncheon..... do ...	3,705	4,455	2,864			2,049
Staves, barrel..... do ...	13	5	15	3,115	924	
Deals, pine, standard.....	3,450,000	3,161,540	3,613,239	4,632,019	1,771,999	1,171,089
Deals, spruce, standard.....	1,125,000	975,630	869,912	1,210,778	651,879	450,439
Lathwood, red pine, and hemlock..... cords...	2,716	1,375	3,844	3,843	3,374	2,975

*Statement showing the nationality, number, and tonnage of vessels arrived at the port of Quebec during the year ended September 30, 1868.*

Nationality.	No. of vessels.	Tonnage.
British .....	707	489,037
Norwegian.....	147	77,665
Swedish.....	3	1,787
French.....	4	1,326
Portuguese.....	3	411
North German Confederation.....	20	14,719
Total.....	892	586,945

JOHN, PROVINCE OF QUEBEC.—L. P. BLODGETT, Consul.

showing the description, quantity, and value of merchandise exported to the United States from this consular district for the year ended September 30, 1868.

83,548 feet.....	\$219, 175 00
23 bushels.....	170, 947 00
963 bushels.....	178, 319 00
23.....	85, 328 00
.004 pounds.....	55, 761 00
1 head.....	24, 821 00
cords.....	1, 365 00
90.....	480 00
rels.....	45 00
1 bushels.....	7, 579 00
56 bushels.....	156 00
5,000.....	2, 099 00
.434.....	5, 067 00
0,000 feet.....	1, 023 00
r, 840,960 feet.....	51, 574 00
3,508 bushels.....	5, 121 00
2,243 bushels.....	3, 996 00
rs, 3,286.....	1, 621 00
iltry, 1,913 pounds.....	124 00
5,651 dozen.....	4, 141 00
pairs.....	534 00
illions.....	5 00
es, 2.....	18 00
harness.....	25 00
ins, 146.....	35 00
int, 85 barrels.....	510 00
1, 10 tons.....	140 00
53.....	174 00
100 tons.....	1, 500 00
tings, 30 tons.....	850 00
0 barrels.....	3, 850 00
cks.....	310 00
7.....	3, 259 00
bushels.....	4, 190 00
ns.....	7, 124 00
rs, 1,100.....	1, 100 00
poles, 2,850.....	570 00
1.....	2, 407 00
.....	3 00
l for the year.....	845, 346 00
or quarter ended December 31, 1867.....	\$685 57
or quarter ended March 31, 1868.....	321 66
or quarter ended June 30, 1868.....	1, 373 16
or quarter ended September 30, 1868.....	940 07
d total.....	3, 320 40

COATICOOK.—C. H. POWERS, Consul.

MARCH 31, 1868.

showing the description and value of the exports from this port to the United States during the quarter ended this day.

.....	\$10, 711 00
.....	9, 036 00
.....	6, 741 00

Butter, barley, pease, oats, beans, flaxseed, hay, potatoes, horses, &c ...	\$1
Horses.....	2
Cattle.....	
Pease.....	
Straw hats.....	
Hay.....	
Boots and shoes.....	
Flaxseed ...	
Grass seed.....	
	—
Total for quarter ended March 31, 1868.....	8
Total for quarter ended June 30, 1868.....	
Total for quarter ended September 30, 1868.....	
	—
Total for nine months.....	8
	==

*Statement showing the description, quantity, and value of the exports from the consular district of Coaticook to the United States for the year ended September 30, 1868.*

Lumber, 10,363,000 feet.....	\$7
Shingles, 2,112,000 feet.....	
Ship knees, 10,334.....	
Shooks and staves.....	
Extract hemlock bark, 15,285 barrels.....	13
Butter, 206,919 pounds.....	3
Oats, 133,901 bushels.....	5
Barley, 32,860 bushels.....	2
Pease, 1,782 bushels.....	
Flour, 4,208 barrels.....	2
Wool, 192,714 pounds.....	4
Potash and pearlash, 59,467.....	
Eggs, 118,136 dozen.....	1
Cattle, 1,522 head.....	2
Horses, 223.....	
Hops, 121,704 pounds.....	4
Potatoes, 4,695 bushels.....	
Miscellaneous goods.....	2
	—
Total.....	54
	==

STANSTEAD.—SAMUEL CHENEY, *Consular Agent.*

*Statement showing the description, quantity, and value of the exports from this agency to the United States for the year ended September 30,*

Horses, 166.....	
Cattle, 5,301 head.....	
Sheep, 20,088.....	
Lumber, 1,564,000 feet.....	
Cheese, 22,539 pounds.....	
Poultry, 13,078 pounds.....	
Hops, 112,611 pounds.....	
Butter, 74,155 pounds.....	
Sundries.....	
Total.....	

PICTOU, N. S.—B. HAMMATT NORTON, *Consul*.

OCTOBER 1, 1868.

the honor of inclosing my annual report of the trade and com-  
ithin my consular jurisdiction.  
ount of coal shipped is much less than in former years, owing  
inuling of the reciprocity treaty. A number of new mines are  
veloped, and should a change take place in the relations now  
etween the United States and Nova Scotia, it is impossible to  
the amount of business which will be transacted.

GOLD FIELDS.

the past year many valuable and important discoveries have  
de in various parts of the province. The discoveries at Wine  
re pronounced uncommonly rich, and promise a valuable har-  
he capitalist and laborer. The important results to flow from  
d discoveries will not be confined to the geographical limits of  
otia, but will be extended far and wide, thereby extending the  
migration to this province.

COAL FIELDS.

tal shipments from Albion mines to 30th September, 1868, are  
S:  
, at \$2 25 per ton..... \$143,349 75  
, at \$1 25 per ton..... 12,648 75  
l..... 155,998 50

ports to the United States from the Tingar mines for the year  
eptember 30, 1868, were 15,800 tons coal, valued at \$26,500.  
from the United States, \$100.  
ports from Little Glace Bay to the United States for the year  
eptember 30, 1868, were 45,000 tons coal, valued at \$78,750.  
from the United States, \$1,000.  
ports from International mines to the United States for the  
led September 30, 1868, were 4,000 tons coal, of the value of  
Imports from the United States, \$100.  
ipments by the Acadia Coal Company, from January 1 to Sep-  
0, 1868, were as follows:

To what country.	Large.	Small.	Total.
.....	3,664	2,753	6,417
rd's Island.....	545	5	550
ick.....	1,370	.....	1,370
.....	6,230	120	6,350
.....	6,720	.....	6,720
d.....	400	.....	400
ons.....	18,929	2,878	21,807

rportations from Cow Bay, Cape Breton, to the United States,  
ter ended September 30, 1868, were as follows:  
coal, of the value of..... \$24,887 00  
coal, of the value of..... 49,506 60  
al value ..... 74,393 60

The exports from Plaster Cove to the United States, with their values were as follows:

Calfskins .....	\$1
British mackerel .....	5,1
American mackerel .....	16,2
Herrings and cod oil .....	1,8
Total value of exports .....	23,3

Statement showing the description, quantity, and value of the exports from Pictou to the United States for the year ended September 30, 1868

Coal, 203,085 tons .....	\$388,8
Fish, 2,290 barrels; 269 half-barrels .....	23,1
Calfskins, 12 bundles .....	1
Oil, 196½ gallons .....	
Total .....	412,9

ST. JOHN, N. B.—D. B. WARNER, Consul.

DECEMBER 31, 1867

Statement showing the description, quantity, and value of the exports from this port to the United States for the quarter ended this day.

Alewives, pickled and smoked, 2,569 barrels, and 17,466 pounds .....	1
Butter, 14,318 pounds .....	
Bags, 100 packages .....	
Brandy, 247 gallons .....	
Castings, 7 boxes .....	
Coal, 1,456 tons .....	
Cows and oxen, 3 .....	
Eggs, 9,369 dozen .....	
Flax seed, 340 bushels .....	
Gin, 933 gallons .....	
Horses, 37 .....	
Herrings, 209 barrels .....	
Hardware, 3 packages .....	
Pig iron, 50 tons .....	
Plaster, 262 tons .....	
Molasses, 5,064 gallons .....	
Raisins, 100 boxes .....	
Rum, 5,736 gallons .....	
Sugar, 24,901 pounds .....	
Skins, mink and beaver, 64 .....	
Vinegar, 11,715 gallons .....	
Wine, 214 barrels .....	
Wood goods: broom handles, cross arms, ship knees, laths, palings, railroad sleepers, spruce poles, shingles, clapboards, and shooks, 14,651,056 .....	5
Boards, plank, and scantling, 1,170,063 feet .....	5
Sundries .....	
Total for quarter ended December 31, 1867 .....	10
Total for quarter ended March 31, 1868 .....	4
Total for quarter ended June 30, 1868 .....	1
Total for quarter ended September 30, 1868 .....	2
Grand total .....	5



NOVEMBER 5, 1868.

between the United States and St. John for the year ending September 30, 1868, shows a slight increase over the previous year.

Total value of export to the United States, as shown by invoices from this office, is \$512,374; for the year 1867, \$468,472.

Number of American vessels, of all classes, entered and cleared from here, is 298, with an aggregate of 193,602 tons, and \$1,007,359 value of outward cargoes, against 254 vessels, 179,025 tons, and \$579,641 value of outward cargoes last year. Good rates for carrying deals to the United States, and accounts for the increased number of our large sailing vessels coming here this season.

Lumber and plank sent from here to the United States, upon which 5 per cent. duty was collected, for the year amount to 10,571,293 feet, valued at \$80,397. In 1867 the shipments of same class of lumber were 64,930 feet, valued at \$94,353. Lumber manufactured here by the United States, from logs brought from the State of Maine, is sent duty free into the United States, under the law of Congress of 1866, amounts, for the year, to 16,863,910 feet, valued at \$287,102, or three times the value of all dutiable lumber sent to the United States at the same time. Add to this amount the value of short lumber, shingles, clapboards, shingles, &c., and the whole value will reach

about \$1,000,000. Flour is imported almost exclusively from the provinces of Quebec and Ontario. It seems strange that, with no duty on American flour, we can buy their grain in our American markets, carry it into Canada, manufacture and send it to the maritime provinces to the detriment of our flour.

Total exports from St. John, from January 1 to September 30, 1868, \$2,612,919; total imports, same time, \$3,871,110. Of deals, 10 feet have gone to Great Britain this year, showing an increase of 7,000,000 feet over last year amounting to near 7,000,000 feet.

Season has been very unfavorable to the harvesting of hay, fully one-half of which is lost or put up in a damaged condition. This is hard on the farmer, it being the principal product.

Agricultural interests of the province, I think, are on the decline, and many of the farmers continue to seek homes in the United States. Emigration has alarmed the local governments, and a meeting of representatives from the several provinces is now assembled at the city of St. John, discussing the question, "How can we induce emigration to stop, and how will we manage to stop the exodus from the country of our farmers and laborers?"

A bill for an extension is being put through rapidly, and the managers hope to connect St. John by rail with the United States as soon as possible.

I inclose detailed statement of all exports to the United States, the value of which are on file in this office:

*Showing the exports to the United States from the port of St. John, New Brunswick, for the year ended September 30, 1868.*

Pickled, 13,011 barrels.....	\$40,088
Smoked, 2,468 barrels.....	6,704
More, 90 boxes.....	112
Barrels.....	30
Reels.....	368
Do.....	9
Pounds.....	247

C R

Bags, 1,582.....	
Butter, 30,530 pounds.....	
Brandy, 15,011 gallons.....	
Building stone, 158 tons.....	
Barrels, 4,331.....	
Bottles, old, 624.....	
Cow tails, 640.....	
Castings, 7 boxes.....	
Cotton warp, 1 bale.....	
Cotton, gray, 3 bales.....	
Coal, 7,703 tons.....	
Cows and oxen, 10.....	
Caraway seed, 1 bag.....	
Calfskins and cowhides, 3,002.....	
Coffee, 2,046 pounds.....	
Chains and anchors, 5.....	
Cranberries, 6 barrels.....	
Coal tar, 4 barrels.....	
Cigars, 100,000.....	
Dry goods, 4 cases.....	
Drugs, 22 boxes.....	
Dulce, 125 barrels.....	
Eggs, 79,921 dozen.....	
Flax seed, 726 bushels.....	
Gin, 3,574 gallons.....	
Glue stocks, 7 packages.....	
Grindstone, 1.....	
Hay, 147½ tons.....	
Horses, 173.....	
Hair.....	
Herrings, 2,595 barrels.....	
Hardware, 3 packages.....	
Horns.....	
Hair cloth, 4 packages.....	
Iron, pig.....	
Rags, junk, &c., 525 packages.....	
Shingles, 1,071,506.....	
Shooks, 14,600.....	
Timber, 50 pieces.....	
Board, planks, &c., 10,571,293 feet.....	
Manganese, 877 barrels.....	
Molasses, 53,331 gallons.....	
Mackerel, 1,268 barrels.....	
Nails and spikes, 144 kegs.....	
Oats, 97 bushels.....	
Oil, 35 barrels.....	
Old leather, 120 pounds.....	
Old iron rock, 166 barrels.....	
Poultry, 45 packages.....	
Potatoes, 760½ barrels.....	
Plaster, 262 tons.....	
Raisins, 100 boxes.....	
Rum, 9,268 gallons.....	
Sugar, 482,294 pounds.....	
Sheepskins, 14,699.....	
Socks and mitts, 4 pairs.....	
Stone crusher, 1.....	
Spring steel, 947 pounds.....	
Salmon, preserved, 1,440 pounds.....	
Salmon, pickled, 2 barrels.....	
Salmon, smoked, 4,111.....	
Salmon, spiced.....	
Skins, mink and beaver, 64.....	
Sheep pelts, 1,072.....	
Shad, pickled, 2,235 barrels.....	
Tacks.....	
Turnips, 2 barrels.....	
Tongues and sounds, 1,001 pounds.....	
Tea, 36,229 pounds.....	
Vinegar, 16,065 gallons.....	

071 gallons.....	\$2, 921
barrels.....	2, 254
.....	80
allons.....	84
idles, 272,775.....	1, 520
8,000.....	30
5, 612.....	73
5, 245,350.....	5, 233
5, 1,341.....	551
70,610.....	50, 756
89,977.....	6, 190
loopers, 11,067.....	1, 505
lea, 8,443.....	3, 946
962,830.....	8, 020
r, 15 tons.....	45
for the year.....	<u>512, 374</u>

PRINCE EDWARD ISLAND.—E. PARKER SCAMMON, *Consul*.

*Showing the description, quantity, and value of the exports from this port to the United States for the year ended September 30, 1868.*

19,532½ barrels, } in oil, 11,600 pounds }	\$221, 748 88
barrels and 660 dozen.....	4, 864 20
lead, 76 barrels, and 320 pounds.....	369 06
barrel.....	10 40
63 drums and 19 boxes.....	1, 574 40
20 boxes and 56,029 pounds.....	3, 037 89
9 bushels and 102½ barrels.....	4, 393 64
711 barrels.....	2, 018 24
724 pounds.....	837 95
136 barrels and 340 bushels.....	163 20
24,677 bushels and 1,646 barrels.....	11, 854 41
5, 63 dozen.....	181 44
839½ barrels.....	2, 716 32
40 barrels and 7,611 pounds.....	281 48
.....	30 00
826 barrels.....	226 24
reserved, 38 barrels and 105 boxes.....	1, 289 60
oil, 97 pounds.....	7 76
reserved, 4,984 pounds.....	1, 577 76
old iron, zinc, tea-lead, and rags, 18 barrels.....	71 84
.....	2, 097 91
5, (in the wool,) 370.....	118 40
for year.....	<u>259, 471 05</u>

VICTORIA, V. I.—A. FRANCIS, *Consul*.

MARCH 31, 1868<sup>1</sup>

*Showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

70 tons.....	\$63, 565 35
ilk skins, &c.....	5, 436 02½
porter, whisky, rum, ale, wine, &c.....	3, 280 49
ides, sheep and deer skins.....	1, 059 90
.....	206 17

Beef and dry goods.....	822 1/2
Iron, old metal, &c.....	4, 82 1/2
Laths and lumber.....	5, 90 1/2
Telegraphic materials.....	341, 57 1/2
Sundries.....	6, 61 1/2
Total for quarter ended March 31, 1868.....	432, 691 1/2
Total for quarter ended June 30, 1868.....	62, 990 1/2
Total for quarter ended September 30, 1868.....	59, 305 1/2
Total for nine months.....	554, 987 1/2

DECEMBER 31, 1867.

I have the honor of submitting the following report of the commerce, trade, &c., of this consulate for the quarter ended December 31, 1867:

Statement showing the nationality, number, and tonnage of vessels entering and clearing at the port of Victoria, Vancouver's Island, for the quarter ended 31st December, 1867.

Nationality.	ENTERED.		CLEARED.	
	No.	Tons.	No.	Tons.
American.....	31	7, 197	31	7, 197
British colonial.....	48	3, 811	48	3, 811
English.....	2	640	1	300
Russian American.....	4	480	4	480
Total.....	85	12, 128	84	11, 000

The above embraces vessels of all kinds, from five tons upward, making weekly or monthly trips to and from this port.

COMMERCE, TRADE, ETC.

Two steamers, until recently, were making regular weekly trips to this port and ports on Puget Sound. As formerly, there is only one steamship plying monthly between this and San Francisco. Having no subsidy from the colonial government for carrying the mails, and finding it an unprofitable business, she has extended her trips to ports in Washington Territory. The Russian American steamer formerly running between this port and Portland, Oregon, has been laid up, repairing, for the last two months, purposing hereafter to run between Portland and Sitka, touching at this port.

To New Westminster, on the Fraser, one steamer continues making weekly trips, with little freight and few passengers. To the United States military post on San Juan Island there is now weekly communication by steam with the mails. In the early part of December three schooners sailed for Sitka, one English and two American, loaded with provisions, lumber, &c., which were purchased mostly in Washington Territory. Two arrivals from England, one steamship in ballast, from Sitka, for repairs, and two sailing vessels from San Francisco, are the only items of interest relating to the shipping of this port.

There has been an increase in the imports, as compared with the previous quarter, both from the United States and England. A large amount of the imports, however, are placed in bond for re-exportation. The exports have been light, coal, furs, and skins being the principal items.

Doubts and speculations as to future trade and business still exercise the minds of business men, culminating in a morbid distrust of every-

, and of every enterprise connected with the colony. Business mechanics, and families are still leaving. Bankruptcy, assignments, selling out at cost, and the "skedaddling" of debtors, as usual, common occurrences, and confidence and credit are almost entirely shed.

The business of Victoria during the winter, and while work in the big regions is suspended, is principally supplying some eight or ten thousand Indians, and the local trade for some three thousand white inhabitants of Vancouver and the adjoining islands. Occasionally, in addition to the above, as at the present time, five hundred or a thousand men belonging to the English navy, and quartered at Esquimalt, raise its business very materially.

The acquisition of Russian America by the United States, (Victoria lying about midway between San Francisco and Sitka, offering one of the finest harbors on the coast, and good steam coal at low prices,) occasioning the preparations which adventurers are now making to explore and prospect the country for gold and other minerals the coming season, though engendering a sort of jealousy and spirit of misrepresentation regarding the new territory, has benefited Victoria, and is destined to produce a salutary effect on the trade and commerce of this port.

#### GOLD MINES, ETC.

Until recently no reliable statement relating to the working of the fields or their yield could be obtained. From two thousand to two thousand five hundred miners have been engaged during the past season in the different gold-bearing districts of British Columbia. The most popular of the districts has been that of Cariboo, though Kootenay and Bend have had their share of adventurers, whose labors, it is said, have been well rewarded. During the season the yield of gold in British Columbia approximates near to two millions of dollars. Some contend, however, that it exceeds the foregoing amount some two or three hundred thousand dollars. During the quarter just closed the house of Messrs. Fargo & Co., and the banks of British Columbia and British North America, of this city, made shipments of gold dust to the amount of \$596 43, which, added to previous shipments for the year, make an aggregate of \$1,860,651 04. In the year 1866 the same parties shipped \$5,311 19, being an increase for the year 1867 of \$235,339 85. The fields near this city are still being worked, though paying poorly.

#### COAL.

In 1866 the coal mines of Nanaimo raised, sold, and shipped 25,212 tons. For the year 1867 the same mines produced 31,174 tons, shipping the following ports: San Francisco, 16,907 tons; Sitka, 1,561 tons; Portland, Oregon, 470 tons; Port Townsend, 333 tons; New Westminster, 105 tons; Victoria, 8,704 tons; and, for the use of steamships coal at the mines, 3,095 tons. The price of coal at the mines is \$6 per ton. The Nanaimo are the only coal mines worked on the island.

#### AGRICULTURE.

The duties levied on agricultural products has had the effect of shutting out from this market many of the products of California, Oregon, and Washington Territory, and has given a decided stimulus to this branch of industry on the island.



JANUARY 11, 1869

I have the honor herewith of inclosing returns of this consulate for quarter ending 31st December, 1868, embracing statements of arrivals and departures of American vessels, of navigation and commerce, of copy of invoice book, and of transcript of fee book.

COMMERCE, ETC.

During the quarter there have been thirty-two arrivals of American vessels reported to this office. Five were steamers, running regularly between this and American ports; three barks and one steamer from Sitka, bound to San Francisco; besides, several American vessels have entered the harbors of Esquimalt, Burrad Inlet, and Nanaimo, and taken cargoes of coal and lumber for our own and foreign market. There have been two arrivals of colonial vessels during the quarter from the Sandwich Islands, laden with produce, and none from other foreign ports.

The imports from California, Oregon, and Washington Territory, consisting of general merchandise and produce, amounted to \$177,668 2 and the exports to these States and Territory amounted to \$56,975 8 and to Sitka \$5,331 27. The trade between Oregon and the colony, on account of two steamers running in opposition and low freights, has greatly increased within the last six months, and materially lessened between this and California. The amount of gold dust and bullion shipped per express from this port during the quarter amounted to \$580,432 92, mostly on account of the banks.

COAL.

But one coal mine is being successfully worked in the colony, and the demand during the past year has been greater than the supply. There have been raised and sold at Nanaimo coal mines the past year 43,711 tons of coal. Of this amount 23,799 tons were shipped to San Francisco, 3,125 tons to Portland, Oregon, 2,295 tons to Sitka, 1,306 tons to Acapulco, 7,967 tons to this port, and 5,287 tons to English and American war vessels.

GOLD-MINING.

The unprecedented drought last season, which was general throughout these northern regions, materially interfered with mining operations in British Columbia, and it is reported that the yield of gold fell short by a million of dollars of the amount raised last year. We have accounts of several new creeks being discovered during the season in the Cariboo district, yielding fair wages, but nothing like the "strikes" on Williams's Creek, when first prospected.

In the Kootenay country several new discoveries have been made, but these "diggings" are so remote from this point that they excite but little interest. These mines are supplied principally from the Walla-Walla country.

About one thousand miners are wintering in Cariboo. The present winter is represented as being unusually mild, and up to the 1st of January but little snow had fallen.

The total shipments of gold for six years from this port through regular channels amounted to \$12,617,391 56, as follows:

1863.....	\$2,606,154 79	1866.....	\$1,625,311
1864.....	2,678,518 95	1867.....	1,859,758
1865.....	2,067,061 30	1868.....	1,780,587

## MARINE DISASTERS.

Since April last the schooners Growler and Louisa Downs, the United States sloop of war Suwanee, the steamships Constantine, Del Norte, and Thos. Woodward, and the English schooner Alpha, and lately the bark Delaware, have all met with disasters on this coast. The latter bark was wrecked during a terrific squall, at the entrance of Esquimalt harbor. With this exception, and that of the Del Norte, which was lost in a dense fog, these misfortunes to our shipping are attributable mainly to the employment of incompetent men as pilots. The Hudson Bay Company for the last forty years have had a number of sailing vessels and steamers navigating these waters from the mouth of the Columbia river north beyond Sitka, and lost only two sailing vessels. The Hudson Bay Company's steamer Beaver, built in England in 1834, now engaged in the coast survey, made three voyages a year, up and down the coast, for thirty consecutive years, and never met with any serious disasters.

## MISCELLANEOUS, ETC.

The colonial Parliament is now in session. Estimates for the current expenses of the government for 1869 have been submitted, requiring the sum of \$592,965 50.

The highest estimate of the number of the population in the colony, exclusive of Indians, is seven thousand.

One measure regarded as of great importance to the colony, which is now before Parliament, and which is likely to become a law, is a new mining act, securing to aliens the same rights and privileges as citizens, granting pre-emptions, and opening up mineral lands for sale.

The exodus continues, eight families having left this city during the last quarter, and there has been no immigration.

SEPTEMBER 30, 1868.

I have the honor of submitting the following report relative to the commercial and other interests of the colony of British Columbia for the quarter just ended and the present commercial year. During the quarter there have been thirty-five arrivals and departures of American vessels, nearly all of which have been steamers making regular weekly and monthly trips from and to American ports. The importations from American ports during the quarter amounted to \$185,567, consisting of general merchandise and produce from, viz: San Francisco, \$165,806; Port Townsend, Washington Territory, \$10,825; and Astoria, \$8,936. The exports during the quarter, as indicated by invoice certificates, amounted to \$58,860 64½, consisting of coal, furs, hides, lumber, and general merchandise, household goods of ten families leaving the colony, and the removal of a saw-mill, machinery, &c., valued at \$10,000, viz: San Francisco, \$33,485 48½; Port Townsend, \$16,789 18; Astoria, \$5,683 13; and Sitka, \$2,902 85. The amount of gold dust and bars shipped during the quarter per Wells, Fargo & Co.'s express amounted to \$427,738 89, against \$516,573 84 previous quarter.

Comparative statement showing the gross amount of imports and exports for the two years, from September 30, 1866, to September 30, 1868.

SEPTEMBER 30, 1866, TO SEPTEMBER 30, 1867.

IMPORTS.		EXPORTS.	
Where from.	Value.	Where sent.	Value.
California.....	\$574,817 00	California.....	\$204,900
Washington Territory.....	113,948 00	Washington Territory.....	12,228
Oregon.....	56,104 00	Oregon.....	29,122
England, &c.....	913,191 00	England, &c.....	163,700
Total.....	1,658,060 00	Total.....	410,012

SEPTEMBER 30, 1867, TO SEPTEMBER 30, 1868.

California.....	\$638,397 00	California.....	\$196,288 16
Washington Territory.....	74,971 00	Washington Territory.....	27,980 21
Oregon.....	29,807 00	Oregon.....	15,911 67
England, &c.....	521,694 00	Sitka.....	2,902 66
Total.....	1,264,869 00	England &c.....	224,250 00
		Total.....	467,332 69

Statement of gold dust, bars, and bullion, shipped during the two years from September 30, 1866, to September 30, 1868.

Months.	September, 1866, to September, 1867.	September, 1867, to September, 1868.
October.....	\$163,140 40	\$353,425 65
November.....	318,672 39	192,394 08
December.....	34,732 35	101,846 95
January.....	164,944 30	140,381 00
February.....	40,033 90	114,519 00
March.....	6,867 00	.....
April.....	14,562 33	145,519 76
May.....	386,446 06	214,431 91
June.....	52,979 74	156,622 17
July.....	193,274 36	205,687 63
August.....	248,519 38	222,051 26
September.....	104,427 54	.....
Total.....	1,728,599 75	1,846,750 59

It is estimated that one-third or more of the shipments of gold during the past two years have been made on account of the banks withdrawing their capital.

COMMERCIAL.

Compared with the previous year there has been a falling off in the importations of the present year of \$393,191, and an increase in the exports of \$57,320, and an excess in the shipments of gold over last year of \$118,150 84. The value of goods at the present date in bond is estimated at \$325,000.

MINING.

Gold mining continues the main dependence of the colony. The mining season commences in June and closes about the middle of October. Gold mining operations have been confined principally to the Cariboo district. The Big Bend country and Kootenay have been quite

rted, and we hear of only a few Chinamen and prospectors being in the districts. So far, the reports from the mining regions are not encouraging. Dry weather and scarcity of water have been great drawbacks, and urged as reasons why the mines are not yielding as anticipated. From twenty-five hundred to three thousand persons, directly or indirectly, are engaged in gold mining on the main land of British Columbia. In the gold fields near this city from twenty to thirty miners have been working during the present season, averaging, it is said, from five dollars to six dollars per day. Up to this date, from all that can be gathered in relation to the aggregate gold product of the present season, the opinion is that it will fall far short of the previous year.

#### COAL.

There has been an increased demand for coal the past season, and the diamo coal mines have been made to produce at least twenty-five per cent more than any previous year. No new mines have been opened on Vancouver Island, though it is known there are numerous coal fields advantageously situated for working and shipping coal. The anthracite mine on Queen Charlotte's Island is still being prospected, with no indication of success. The mine is located in the vicinity of a small harbor, and facilities are being constructed for shipping the coal for supplying steam vessels. By arrivals from Alaska Territory during the present season, the existence of numerous coal fields along the coast is confirmed. Some of them are reported as cropping out on the coast at the water's edge, and being from three to seven feet thick, while others are exposed in the bluffs and along the banks of rivers and creeks. The character of the coal is bituminous, the output being about an eighth part rosin, which produces a great blaze and intense heat. The United States sloop of war Saginaw, while on the coast, used a considerable quantity of this coal with great success and satisfaction.

#### COPPER.

Nothing is being or has been done during the last year with the copper mines opened on this island.

#### MANUFACTURES.

An extensive foundry and machine shop, and a sash and door factory, monuments of prosperous times, and capable of turning out an immense amount of work, are idle more than half the time. There has been no ship-building, and only two vessels, slightly damaged, have been repaired in this port during the year.

#### AGRICULTURE.

The present has been regarded as a most propitious season for farm-crops and crops have averaged more than a general yield. The agricultural products of the colony are protected by high duties on imports. Hay sells from twenty to twenty-five dollars per ton; oats two to three cents per pound; wheat two and one-half to three cents; butter from twenty to seventy-five cents; eggs fifty to seventy-five cents per dozen; chickens eight to ten dollars; turkeys three to five dollars each; and pork, and mutton ten to fifteen cents per pound on foot. But these high prices from some cause have failed to advance the agricultural interest of the colony, and at this time it does not produce half the amount needed for consumption.

FISHERIES.

It has been known for many years that whales at certain seasons frequent in great numbers the waters of the inlets and bays of Vancouver and the adjacent islands, and that the Indians, with the rudest implements, capture them and save their oil. For this purpose two companies have recently been formed, one from New York, and, with the latest improvements in the apparatus for that object, are working successfully. The New York company having the first two days killed three whales and the other company the first day one whale, which gave from sixty one hundred and fifty barrels of oil each. These reports just received have instilled new life into the people, foreshadowing, as they believe, business which will prove highly remunerative, and redound to the interest and prosperity of the colony. The waters of this region, and far north as explored, abound with whale and fish of the rarest excellence and value, and at no distant day will constitute sources of great wealth.

INDIANS.

It is a noticeable fact that the Indians in this part of the world are fast passing away. Tribes that ten years ago numbered their one, two, and three thousand, are now reduced to almost as many hundreds. Particularly is this the case with those inhabiting the sea-coast. The small-pox some two months since made its appearance among the Indians, representing many tribes, hanging about this city, killing them off at the rate of ten or fifteen per day, when the city authorities became alarmed and drove off all they could find, and burnt their wigwams. By this means it has been communicated to the surrounding tribes, and, as in the year 1863, we shall hear of whole tribes being swept off by this disease.

\* \* \* \* \*

The "British Columbia Guide" for 1868 claims a white population of 6,000 for the colony, half of this number residing on Vancouver Island. Five years ago it was estimated that British Columbia and Vancouver Island had a similar population of between twenty and twenty-five thousand. This depletion, to whatever other causes attributed, cannot be the absence of resources or healthfulness of climate. The country abounds with forests of the finest and most valuable of pine, cedar, and fir, with mines of coal, gold, silver, and copper; and its waters are full of fish of all kinds. As for climate, its salubrity and healthfulness are proverbial. Its agricultural lands are not extensive, but there are isolated sections which produce bountiful crops of all the cereals and excellent vegetables indigenous to the western States.

DEMERARA.—P. FIGYELMESY, Consul.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Molasses, 162 casks, 2 barrels, 1,741 puncheons.....	\$50, 234
Sugar and molasses, 1,845 hogsheads, 127 quarters, 2,911 barrels, 3,345 puncheons. }	323, 044
Hides and sheepskins, skins, 1424 and 664 casks. }	



Old iron, brass, copper, and lead, 230 tons, 71,891 pounds.....	\$23,217 07
Sugar, 1,989 hogsheads, 183 quarters, 21 tierces, 1,465 barrels.....	222,846 42
Total for quarter ended December 31, 1867.....	619,342 68
Total for quarter ended March 31, 1867.....	774,491 48
Total for quarter ended June 30, 1868.....	801,086 73
Total for quarter ended September 30, 1868.....	622,983 45
Grand total.....	2,817,904 34

*Statement showing the number and classification of immigrants introduced into British Guiana from January 1, 1864, to December 31, 1867.*

Description of immigrants.	Whence.	Classification.					
		Men.	Women.	Boys.	Girls.	Infants.	Total.
East Indians.....	Calcutta.....	1,995	460	104	67	83	2,709
Chinese.....	Whampoa.....	336	151	14	1	7	509
Africans.....	St. Helena.....	285	43	47	15	.....	390
West Indians.....	Barbadoes.....	2,261	984	296	133	623	4,297
Total for 1864.....	.....	4,877	1,368	461	216	713	7,905
East Indians.....	Calcutta.....	2,210	593	172	96	145	3,216
Chinese.....	Whampoa.....	1,245	583	52	2	9	1,891
Africans.....	St. Helena.....	25	6	8	3	.....	42
Portuguese.....	Madeira.....	39	43	8	6	22	118
West Indians.....	Barbadoes.....	1,510	577	95	56	244	2,482
Total for 1865.....	.....	5,029	1,802	335	163	420	7,749
East Indians.....	Calcutta.....	1,636	510	148	94	138	2,526
Chinese.....	Whampoa.....	738	33	16	2	.....	789
Portuguese.....	Madeira.....	33	46	17	10	28	134
West Indians.....	Barbadoes.....	551	144	25	7	30	757
Total for 1866.....	.....	2,958	733	206	113	196	4,306
East Indians.....	Calcutta.....	2,329	1,133	229	134	84	3,909
Portuguese.....	Madeira.....	105	93	43	11	52	304
West Indians.....	Barbadoes.....	341	8	4	.....	2	355
Total for 1867.....	.....	2,775	1,234	276	145	138	4,568

*Statement showing the export of colonial produce from Demerara for four years, from 1864 to 1867, inclusive.*

Years.	Sugar.				Melado.	Molasses.	Cotton.	
	Hogsheads.	Tierces.	Barrels.	Bags.	Casks.	Casks.	Bales.	Bags.
1864.....	60,343	5,114	14,252	52,662	211	12,639	239	59
1865.....	72,531	6,148	19,581	46,102	211	14,454	561	59
1866.....	78,500	5,817	22,196	42,221	211	15,180	519	25
1867.....	70,316	5,113	23,199	39,803	211	24,028	502	25
	Rum.			Timber.	Charcoal.	Cocoanuts.	Shingles.	
	Pancheons.	Hogsheads.	Barrels.	Feet.	Barrels.	Number.	Number.	
1864.....	23,324	3,863	2,375	816,812	21,026	560,287	7,632,450	
1865.....	28,135	4,699	2,561	503,849	19,434	534,889	6,389,400	
1866.....	27,758	4,169	2,468	249,614	26,345	591,621	7,831,250	
1867.....	23,098	3,685	1,720	230,273	24,517	570,183	10,081,050	

Statement showing the number of arrivals and departures<sup>o</sup> of vessels, with tonnage and crews during the year 1867.

Where from.	Arrivals.			Departures.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
United States.....	123	23, 606	931	111	21, 606	■
Great Britain.....	154	55, 688	1, 962	161	63, 684	2,
British West Indies.....	139	9, 576	864	168	22, 808	1, 4
Calcutta.....	15	11, 840	379	1	840	
Africa.....	2	193	13	3	371	
Other British ports.....	103	17, 002	762	67	9, 878	4
French ports.....	3	972	33	14	1, 146	2
Dutch ports.....	62	2, 608	421	59	2, 591	415
Danish ports.....	3	191	19	19	4, 233	145
Venezuelan ports.....	13	1, 176	123	10	914	94
Spanish ports.....	2	145	13	15	3, 168	117
Brazilian ports.....	3	991	32			
Lisbon and Madeira.....	10	1, 977	114	11	2, 130	119
Argentine Republic.....	1	355	11			
Total.....	633	126, 320	5, 677	639	133, 363	5, 733

Steamers, (mails :) From British ports, 24; Dutch ports, 24; French ports, 24.  
Steamers, (mails :) For British ports, 24; Dutch ports, 24; French ports, 24.

Statement showing the nationality, number, tonnage, and crews of vessels entered at the port of Demerara during the year ended December 31, 1867.

Nationality. •	Number.	Tonnage.	Crews.
United States.....	63	12, 577	441
British.....	474	110, 947	4, 554
Dutch.....	45	1, 827	322
Danish.....	20	1, 120	123
Prussia.....	5	1, 274	47
Germany.....	1	263	9
Italian.....	1	395	10
Portuguese.....	13	2, 203	133
Venezuelan.....	7	561	37
Norwegian.....	1	293	9
Other foreign ports.....	3	687	37
Total.....	633	132, 147	5, 733

Steamers, (mails :) From British ports, 24; Dutch ports, 24; French ports, 24.

DOCKS.

'Sproston's dry dock, recently constructed, from the stability of its masonry and the general efficiency of the work in the construction of the dock itself, is of the most substantial description. Vessels of a length not exceeding two hundred and thirty feet can be docked with facility. The depth of water on the sills is eleven feet at high water of spring tides, and nine feet at high water of neaps. There is an ample supply of skilled labor for the repair of steamers, as well as sailing vessels at all times available.

EXPORTS.

The exports to the United States from Demerara for four years from 1864 to 1867, inclusive, are as follow: 34,003 hogsheads, 2,294 tierces, 38,837 barrels, and 302 bags sugar; 40,135 puncheons, 337 tierces, and 229 barrels molasses; 28 puncheons rum; 365 cases brandy; 15 cases gin; 5 cases shrub; 5 tierces and 253 barrels coffee; 4,701 tons old iron 273,799 pounds old copper; 193,091 pounds old brass; 128,118 pounds

ewter and lead; 15,753 pounds old tin; 18,328 hides; 4,273 sheep-  
s; 6,784 pounds of canvas; 6,384 pounds old rope; 1,658 cocoanuts;  
bags rice; 548 barrels, 1,370 bags, 981 bushels, and 8,464 pounds  
unk; 50 drums and 2 barrels nails; 20 cases bitters; 6,510 pounds  
509 bags cocoa; 12,000 oranges; 786 pounds balatta; 10 pounds  
tz metal; 442 pounds arrowroot; 5 casks, 5 quarter casks, and 10  
ves wines; 55 boxes, 90 half boxes, and 160 quarter boxes raisins;  
half boxes and 70 quarter boxes figs. Total value of exports,  
31,032 99. •

## IMPORTS.

he following is a list of the articles imported into Demerara from the  
ted States for four years from January 1, 1864, to December 31, 1867:  
5 carboys acid; 19,112 barrels and 18,017 half barrels beef; 100  
nds bacon; 79,800 barrels bread; 9,176 bags bran; 3,538 dozen  
kets; 3,161 dozen brooms; 10 firkins, 969 kegs, and 1,409 jars but-  
15 bags barley; 54,765 boxes candles; 14,871 boxes cheese; 410  
hels and 50,455 bags corn; 700 barrels cement; 14,871 barrels corn-  
l; 44 cases bitters; 239,307 barrels flour; 3 fire-engines; 4 hogs-  
ls, 1,890 tierces, 188 barrels, and 11,960 single hams; 75 barrels and  
5 boxes herrings; 233 horses; 7,106 bundles and 52,800 single  
ps; 3,659 bales hay; 100 puncheons, 53,524 tins, and 8,522 pails  
; 2,766,728 feet and 18,496 pieces lumber; 736 barrels lard oil; 98  
leather; 318 barrels mackerel; 2,113 cases matches; 525 mules;  
packages merchandise; 60 kegs nails; 1,934 bags oats; 136 oxen;  
barrels onions; 3,774 cases oil; 6 puncheons and 300 barrels oil  
l; 39,095 barrels pork; 107,617 reams paper; 357 hampers and  
60 barrels potatoes; 9,495 barrels and 5,922 bags pease; 60 kegs  
ts; 1,735 dozen pails; 1,084 boxes, 58 half boxes, and 7 quarter  
s raisins; 450 bags rice; 31 refrigerators; 29,259 bundles and  
08 single shooks; 4,060 sheep; 3,902 boxes soap; 1,172 kegs sirup;  
ierces salmon; 2,006,906 red-oak and 1,823,503 white-oak staves;  
628 bundles shingles; 572 hogsheads leaf and 726 cases manufac-  
d tobacco; 75 turkeys; 67 hogsheads and 468 kegs tallow; 230  
els turpentine; 1,668 barrels vinegar; 50 quarter casks and 138  
s wines. Total value, \$6,280,592 96.

he following is a list of the imports from all parts to Demerara dur-  
the year ending December 31, 1867: 3,411 barrels beef; 27,232 bar-  
bread; 3,082,180 bricks; 737,258 pounds butter; 258,020 pounds  
w candles; 282,012 pounds composition candles; 2,840,641 pounds  
se; 478,980 cigars; 3,557 hogsheads coals; 20,671 tons coal;  
82 pounds cocoa; 232,263 pounds coffee; 18,923 pounds confection-  
1,963 hundred weight of cordage; 796 cattle; 22,060 bags corn;  
1,754 pounds cornmeal and oatmeal; 247 donkeys; 72,628 quintals  
(dried;) 400 barrels salmon; 4,478 barrels mackerel; 1,441 bar-  
herrings; 67,945 pounds fish, (smoked;) 72,177 barrels flour; 5,237  
ground feed; 2,630 pounds gunpowder; 280,423 pounds ham and  
m; 821,547 pounds hay; 1,808,295 wood hoops; 6,831 hundred  
ght iron hoops; 154 horses; 3,252 hogsheads building lime; 2,963  
cheons tempered lime; 54,057 pounds lard; 8,320,136 feet lumber;  
6 hogsheads malt liquor; 14,120 gross matches; 177 mules; 40,897  
hels oats; 93,145 gallons oil; 915,040 pounds onions; 174 pigs;  
042 bags peas and beans; 1,392 barrels tar and pitch; 12,139 barrels  
rk; 47,363 bushels potatoes; 152,886 bags rice; 2,000 sheep;  
57,462 pounds salt; 366,000 shingles; 50,671 packages shooks;

187,050 slates ; 7,712,831 white-oak staves ; 205,701 red-oak staves ; 2 hundred weight refined sugar ; 3,501 hogsheads foreign sugar ; 13,1 pounds tea ; 277,046 pounds leaf tobacco ; 49,361 pounds manufactur tobacco ; 3,404 gross tobacco pipes ; 35,346 gallons brandy ; 31,810 ga lons gin ; 48 gallons whiskey ; 2,109 gallons liquors ; 18,941 gallo wine ; 1,849 dozen wine ; 1,212,203 pounds soap.

BELIZE, HONDURAS.—A. C. PRINDLE, *Vice-Consul.*

MARCH 31, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Gocoanuts.....	\$93
India-rubber.....	673
Sarsaparilla, logwood, and fustic.....	5,943
Mahogany and cedar.....	1,265
Hides.....	274
Composition.....	11
Sarsaparilla.....	49
Logwood.....	1,895
Henguen.....	246
Sundry merchandise.....	4,072
Total for quarter ended March 31, 1868.....	14,527
Total for quarter ended June 30, 1868.....	13,612
Total for quarter ended September 30, 1868.....	20,542
Total for nine months.....	47,681

NASSAU.—J. KIRKPATRICK, *Consul.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Salt.....	\$3,197
Oranges.....	1,871
Sponge.....	4,430
Fruit, &c.....	1,866
Old type.....	48
Chains and anchors.....	191
Gunny-cloth, &c.....	427
Hoes, &c.....	61
Iron, brass, &c.....	1,050
Total for quarter ended December 31, 1867.....	13,146
Total for quarter ended March 31, 1868.....	16,000
Total for quarter ended June 30, 1868.....	32,175
Total for quarter ended September 30, 1868.....	20,440
Grand total.....	81,761

KINGSTON, JAMAICA.—AARON GREGG, *Consul*.

MARCH 31, 1868.

*Statement showing the description, quantity, and total value of the exports from this port to the United States during the quarter ended this day.*

Ginger, 80 barrels and 12 casks; old brass, copper, 94 pieces, 59½ barrels; lead, iron, &c., 9 casks, 7 packages, 102 tons 10 hundredweight 3 quarters and 2 pounds; Cocoanuts, 11,400; logwood, 1,855 tons 7 hundredweight and 2 quarters; logwood dust, 27 pounds; coffee, 3,297 bags and 256 barrels; pimento, 723 bags; cordage, 7 hogsheads; fustic, 110 tons 16 hundred-weight and 23 pounds; woolen, white, and colored rags, 71 bales; g. wood, 4 tons; arrowroot, 16 kegs, 200 tons; annatto, 13 barrels; 8 desks returned of United States manufacture, value \$112 43¼; rum, 70 casks and 3 quarter casks; 1 looking-glass to be returned; cocoa, 6 bags and 1 half bag; old sails, 21; shot, 11½ tons; sugar, 101 tierces, 135 barrels, being—

	£	s.	d.
Total for quarter ended March 31, 1868.....	18,677	8	1
Total per quarter ended June 30, 1868.....	8,286	5	0
Total for quarter ended September 30, 1868.....	10,714	10	3
Grand total .....	37,678	3	4

TURK'S ISLANDS.—J. C. CRISSON, *Vice-Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Piano.....	\$205 00
Parts of an organ.....	42 50
Salt in bulk.....	13,165 98
Total for quarter ended December 31, 1867.....	13,413 48
Total for quarter ended March 31, 1868.....	13,792 78
Total for quarter ended June 30, 1868.....	10,860 34
Total for quarter ended September 30, 1868.....	14,538 99
Grand total.....	52,605 59

I have the honor to transmit the annual report on the trade and commerce of this consular district for the year ended September 30, 1868.

There is not anything of importance to which to call your attention. I have therefore merely to mention the fact that the trade of these islands has fallen considerably short of that of the previous year. The number of American vessels arrived during the year ended as within stated was 71, divided among the different consular districts of this colony as follows, viz: at Grand Turk, 44; at Salt Bay, 14; and at East Harbor, 13; which vessels may be thus classified: barks, 14; brigs 27; schooners, 30; of the aggregate tonnage of 16,491 tons, navigated by 482 seamen. This statement, in comparison with that of the previous year, shows a decrease of 12 vessels in the number of arrivals.

The quantity of salt shipped from the different ports of the colony during the same period was 1,051,000 bushels, valued at \$112,660 15. Of this quantity 501,531 bushels, of the value of \$52,853 49, was shipped



in American vessels, and 450,953 bushels, of the value of \$48,850 71. British and other foreign ships to different ports in the United States America, and the remaining 98,526 bushels to other countries, principally, however, to the British North American Provinces. The accompanying recapitulatory tabular statement will show more fully the quantities and value of all exports to the United States from each the ports of entry within this colony for the year ended as above mentioned, viz :

IN AMERICAN VESSELS.

Place.	Bushels salt.	Value.	Other article Value.
Grand Turks.....	215, 993	\$23, 187 37	\$1, 373
East Harbor.....	115, 005	12, 221 57	90
Salt Cay .....	170, 533	17, 444 55	498
Total to the United States in American vessels .....	501, 531	52, 853 49	2, 092

IN FOREIGN SHIPS.

Grand Turks.....	200, 282	\$22, 076 30	\$5, 696
East Harbor.....	100, 417	11, 076 54	2, 066
Salt Cay .....	150, 254	15, 697 87	.....
Total to the United States in British ships.....	450, 953	48, 850 71	7, 762
Add total in American ships.....	501, 531	52, 853 49	2, 092
Grand total to the United States.....	952, 484	101, 704 20	9, 854

The price of salt for the past year may be quoted at an average nine and seven-tenths cents per bushel, exclusive of the export duty one cent per bushel. In connection with this subject I may remark that the legislative council of these islands have recently passed an ordinance reducing the export duty on this staple to three-quarters of a cent per bushel, the same to come into operation on the first day of January next ensuing, and to remain in force for a period of three years. The bush of salt contains by legal enactment thirty-five imperial quarts.

The revenue of the colony from October 1, 1867, to September 30, 1868 amounted as under, viz :

Imports .....	\$21, 288
Exports .....	10, 660
Other sources .....	7, 487
Total.....	39, 437

The port charges are very insignificant and consist only of a light duty of eight cents per ton of registered tonnage, and of pilotage at the rate of three dollars for every fifty tons and under of registered tonnage above fifty and not exceeding one hundred tons, four dollars and fifty cents; and four dollars and fifty cents for every additional fifty tons above that number.

There have been six vessels wrecked or stranded within the colony since my last report; only one of these, the Randolph, whose cargo was of the estimated value of \$2,747 20, was an American vessel; the other five were all British, and the estimate of their cargoes amounted

\$3,229 98. The salvage generally allowed on wrecks and wrecked property here may, on an average, be stated at from 50 to 55 per cent.

The value of imports and exports, as undermentioned, is taken from the Blue Book of the colony, which is only made up at the end of every year. I am consequently only able to furnish these items for the year ended 31st December, 1867.

Total value of imports in the Turks and Caicos Islands for the year ended 31st December, 1867.....	\$150,299 14
Total value of exports for the same period.....	250,181 18

This statement includes the imports and exports from and to the United States during the last stated time, and which were as follows :

Total value of imports into this colony from the United States for the year ended 31st December, 1867.....	\$130,823 40
Total value of exports to the United States from this colony for the year ended 31st December 1867.....	111,930 62

#### BERMUDA.—C. M. ALLEN, Consul.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Total for quarter ended December 31, 1867.....	\$66 94
Total for quarter ended March 31, 1868.....	6,242 39
Total for quarter ended June 30, 1868.....	18,949 66
Total for quarter ended September 30, 1868.....	554 08
Grand total.....	25,813 07

#### HAMILTON.—J. T. DARRELL, Consular Agent.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Rum and shrub .....	\$200 00
Salt .....	209 10
Hides and skins .....	697 20
Empty packages .....	26 00
Total for quarter ended December 31, 1867.....	1,132 30
Total for quarter ended March 31, 1868.....	5,745 70
Total for quarter ended June 30, 1868.....	.....
Total for quarter ended September 30, 1868.....	871 85
Total for nine months.....	7,749 85

BARBADOES.—J. G. MORTON, *Consul.*

MARCH 31, 1868

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Molasses .....	\$50, 18
Wine .....	6
Old metal, cocoa, and arrowroot .....	8, 27
Sugar .....	58, 84
Molasses, sugar, cocoa, arrowroot, skins, &c.....	122, 31
Aloes.....	9
<hr/>	
Total for quarter ended March 31, 1868.....	239, 81
Total for quarter ended June 30, 1868 .....	298, 19
Total for quarter ended September 30, 1868.....	462, 01
<hr/>	
Total for nine months.....	1, 000, 01
<hr/>	

ANTIGUA.—H. A. ARRINDELL, *Commercial Agent.*

JANUARY 5, 1868

It is in contemplation, and soon to be carried out, to consolidate Windward and Leeward governments, taking Granada, Tobago, and Vincent from the former government and attaching these islands to government of Trinidad. The governor general will reside in Barbadoes and will take charge of the entire chain of islands, from that colony to the Virgin Islands. This island will no longer be a chief government, but merge, under the command of a lieutenant governor, in that of Barbadoes. It is questionable whether the scheme will answer, as in almost all the colonies different machinery exists, both legislative and fiscal, and in case of internal commotion, the distance from headquarters to some islands, added to their isolated position, will produce evil results. The change may be a prelude to a general confederation and assimilation of laws, &c.

The agricultural prospects of the colony are improved, but still lack that vitality essential to prosperity, owing primarily to a succession of droughts. The want of capital and the use of capital, fettered with stringent provisions, both operated materially against success; but such is the abundant yield of the sugar-cane that fair seasons and average prices would surmount the difficulties referred to. Many fine properties have been turned into cotton plantations, and now, in consequence of the low price of this staple in England, the live and dead stock have been sold off, abandonment is the only alternative. Improved machine steam ploughs, and tillage, even with a reduced average, will maintain the average crops of better days. The Fryor's concretor, first experimented upon in this island, has been most successful in converting raw material into an excellent article of saccharine for the sugar refinery, losing but one per cent. of its weight in its transit across the Atlantic. It is generally thought that these machines will do much in ameliorating the condition of the planters. They have been already introduced in Guadeloupe, Martinique, Demerara, Trinidad, and Porto Rico.

The soil of the island is fertile and most grateful, and, were it not for the frequent droughts, would present a fair field for the capitalist. The "incumbered estates act," introduced here some few years since,

purged many fine properties of old but nominal incumbrances. Titles under this act are indisputable. Resident proprietors are now more abundant. The crops for the last and preceding year are as follows:

	1867.	1868.
Sugar in hogsheads .....	6, 148	11, 325
Sugar in tierces.....	698	1, 393
Sugar in barrels.....	3, 490	3, 574
Rum in puncheons.....	546	221
Molasses in puncheons.....	2, 748	6, 722

The commercial affairs are somewhat improved, and as soon as the government returns are compiled I shall forward you a copy of them. A new tariff came into operation at the latter part of the past year, which I append to this report. The duty on salted meat has been reduced from four dollars to two dollars per barrel, while those on tobacco, cigars, and spirits, have been increased. Direct trade with the United States has improved, and American ships are resuming their old carrying trade. The heavy speculation business from the United States to Barbadoes, in large vessels, and consequently at reduced cost of carriage, operates disadvantageously on the direct trade with this island and the United States, and it frequently happens that United States exports by way of Barbadoes, although subjected to a double freight, compete successfully with those of direct importation. Under the new tariff act no drawback on duties is allowed, but every facility is afforded in bonding goods, almost every merchant having his own bonding warehouse.

In conclusion, I beg to say that the general condition of the population is good and peaceable. There is much poverty, arising, in many instances, from indolent habits; but the industrious cannot fail to earn more than sufficient for their maintenance. The institutions of the colony provide for the sick, the poor, and the insane, while liberal provision is made for a general medical relief for children under ten years of age and adults over sixty years of age, while a note of admission signed by a clergyman or magistrate, signifying destitution on the part of the recipient, entitles him to gratuitous relief and medicine.

The want of water, so long felt by the poor, has been amply relieved, and stand-posts now abound in the city, affording copious supplies of the life-giving element; and hydrants, at every fifty yards apart throughout the city and suburbs, provide a reliable supply of water in case of fire, while the elevated position of the reservoir enables the brigade to throw it over any of the buildings in the city without the aid of engines.

#### GIBRALTAR.—H. J. SPRAGUE, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Soft-shell almonds, 95 seroons, and corks, 34 bales.....	\$2, 437 96
Cochineal, 12 seroons.....	1, 452 05
Canary seed, 358 packages, and corks, 25 bales.....	2, 332 32
Total for quarter ended December 31, 1867.....	6, 222 33
Total for quarter ended March 31, 1868.....	12 75
Total for quarter ended June 30, 1868.....	4, 199 42
Total for quarter ended September 30, 1868.....	1, 328 16
Total.....	11, 762 66

SEPTEMBER 30, 1868.

Tabular statement showing the number and nationality of sailing vessel arrived at Gibraltar during the year ended September 30, 1868.

British.....	6
Italian.....	
French.....	
Swedish and Norwegian.....	
American.....	
Portuguese.....	
Dutch.....	4
Austrian.....	29
Spanish.....	30
Prussian.....	34
German Confederation.....	20
Russian.....	19
Mecklenburg.....	15
Danish.....	10
Oldenburg.....	7
Belgian.....	4
Schleswig Holstein.....	1
Hanoverian.....	1
Greek.....	3
Hamburg.....	3
Total sailing vessels.....	1,218

CAPE TOWN.—G. GERARD, Consul.

DECEMBER 31, 1867.

Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.

	£	s.	d.
Rags, 17,537 pounds.....	77	13	
Goat skins, 117,570, and 128 bales wool.....	4,138	13	1
Black pepper, 15,666 pounds.....	242	11	
Old iron, 197 tons.....	321	0	
Total for quarter ended December 31, 1867.....	4,779	18	
Total for quarter ended March 31, 1868.....	1,610	6	
Total for quarter ended June 30, 1868.....	4,116	19	
Total for nine months.....	10,507	4	

SEPTEMBER 1, 1868.

I have the honor to transmit to the department my second annual report of commercial information for Congress for the year ended December 31, 1867, as gathered from the books of the consulate, the custom-house returns, and the annual Blue Book of the colony for 1867, just published.

No change of importance has taken place in the regulations in all ports of this colony; and the custom-house tariff, prohibitions, and restrictions are the same as last reported.

THE PORT AND HARBOR OF TABLE BAY.

The new breakwater is now sufficiently advanced to give protection to vessels in northerly gales. With the wind anything to west, or north



Or due north, ships ride in comparative security. Ballast is obtained from the harbor works; good stone delivered into lighters at 2s. 6d. per ton. Masters of vessels have every facility to ascertain if they have received their quantity by applying to the wharf-master. Water is brought alongside vessels in the bay at 8s. 6d. per tun, and pumped into tanks or casks, as may be deemed advisable.

## SHIPS SEEKING CARGO.

The best season for vessels to call for freight is between October and February, when wood comes in. Skins and hides are always obtainable, but at a low figure, which generally answers the purpose of vessels from the east, not quite full, and bound to England or the United States, to call in and fill up.

## ARRIVALS AT PORTS OF GOOD HOPE.

The number of arrivals of all nations at the several ports of this colony for the period of twelve months, ending December 31, 1867, has been 572 vessels, of the aggregate tonnage of 239,026. Of these only sixteen were American. The cause of the American decrease in these waters may undoubtedly be attributed to the fact that many American vessels, commanded by American citizens, visit this colony under English colors, and are entered at the custom-house as English property; and, again, the heavy tariff on wool imported to the United States deters American vessels from visiting this colony to obtain freights as formerly. Mr. Flanders, the consular agent at Port Elizabeth, in his last report, expresses himself thus: "I do not see much prospect of a revival of the American trade until there is a change in the American tariff on wool."

*Statement showing the nationality, number, tonnage, and crews of vessels entered at the ports of this colony during the year ended December, 31, 1867.*

Nationality.	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United States .....	11	2,308	186	5	6,891	200	16	9,199	386
English .....	397	189,212	8,350	25	15,979	672	422	205,191	9,022
Colonial .....	72	13,101	620	7	1,302	74	79	14,403	754
French .....	11	3,753	154	6	3,256	133	17	7,009	287
Spanish .....	2	848	34	.....	.....	.....	2	848	34
Belgian .....	1	294	11	1	708	18	2	1,002	29
Dutch .....	13	7,610	240	1	703	32	14	8,313	272
Danish .....	1	304	13	.....	.....	.....	1	304	13
Swedish .....	13	4,537	175	.....	.....	.....	13	4,537	175
Norwegian .....	10	4,610	127	.....	.....	.....	10	4,610	127
Russian .....	3	2,168	57	1	635	28	4	2,803	85
Prussian .....	9	2,538	106	.....	.....	.....	9	2,538	106
Austrian .....	.....	.....	.....	1	624	24	1	624	24
Hamburg .....	22	5,253	208	1	84	8	23	5,337	216
Bremen .....	4	1,131	42	.....	.....	.....	4	1,131	42
Oldenburg .....	3	1,369	52	.....	.....	.....	3	1,369	52
Total .....	572	239,026	10,435	48	30,182	1,189	620	269,208	11,624

## IMPORTS.

The total declared value of imports into this colony for the year ended December 31, 1867, has been £2,405,409, and the duty paid thereon was £38,729 14s. 11d.

The following table shows the nature and value of goods imported from the United States direct during the aforesaid period :

Agricultural implements.....	
Apothecary ware.....	
Apparel and millinery.....	
Basket ware.....	
Blacking, ironmongery, boots.....	
Biscuit, butter, candles, cheese.....	
Cabinet and brush ware.....	
Cordage, cement, and books.....	
Carriages.....	
Maizena, fish, and flour.....	
Hops, lard, matches, and glasses.....	
Salt meat.....	
Lamps and musical instruments.....	
Oilmen's stores.....	
Pitch, colors, soap, &c.....	
Candy, molasses, and tallow.....	
Cigars and tobacco.....	
Lumber and deals.....	
Staves and timber.....	
Total importations from the United States.....	

EXPORTS.

The total declared value of exports of produce and manufactures of this colony during the year aforesaid is £2,394,825; other produce manufacture, £119,560—grand total, £2,514,385.

The following table shows the nature and value of goods exported from this colony to the United States during the period above stated :

Aloes and buchu.....	
Bags of all sorts, and bones.....	
Coffee.....	
Cigars.....	
Leather and linen manufacture.....	
Metal compositions.....	
Mathematical instruments.....	
Ostrich feathers.....	
Old iron.....	
Pepper.....	
Ship-chandlers' stores.....	
Sheep and goat skins.....	
Specimens illustrative of natural history.....	
Seeds, bulbs, plants, &c.....	
Wines, Constantia, ordinary.....	
Wool.....	
Rags.....	
Total exportation to the United States.....	

AMERICAN CITIZENS.

There are very few American citizens residing here, and none to my knowledge engaged in agriculture or scientific pursuits. There is, however, one American house doing vast business in Cape Town and Simonstown, in shipping and importation from the United States; that house this colony is chiefly indebted for agricultural implements, carriages, house furniture, Yankee notions, and other articles of American manufacture. There is also one American firm in Port Elizabeth doing good business, but none at any other ports in this colony.

## CONSULS.

If foreign nations are here represented by consul generals or consuls, there are residing in this colony five consul generals, twelve consuls, twelve vice-consuls, and seven consular agents. There are United States consular agents at Port Elizabeth, Simonstown, Port Natal, and Mossel Bay—all the dependencies of my district, which embraces the whole of the Cape of Good Hope and South Africa.

## DIAMONDS.

Recently much attention has been directed to Hope Town by the finding in the neighborhood of Orange River, of several valuable diamonds. The following will show the number of diamonds found up to December 1867, the order in which they were found, and their weight and intrinsic value, viz: Diamond No. 1, found at Paardekloof, weight  $8\frac{3}{8}$  carats, value £200; diamond No. 2, found at Dekalk, weight  $21\frac{3}{8}$  carats, value £500; diamond No. 3, (place where found uncertain,) weight  $4\frac{7}{8}$  carats, value £20; diamond No. 4, found at Mark's Drift, weight a little more than one carat, value £1, (bad color;) diamond No. 5, found at Reed's, weight  $3\frac{4}{8}$  carats, value £50; diamonds Nos. 6 and 7, weight  $19\frac{3}{4}$  carats, value not yet known. Since December many more diamonds, said to be still more valuable, have been found, but not yet officially reported.

## GOLD FIELDS.

The discovery of gold on the borders of the Transvaal Republic is now a fact of no contradiction, and people are daily flocking to the new California with faith and expectations. Herr Carel Mauch, a German mineralogist of distinction and celebrity, speaks of these gold fields as follows: "I may mention that many smaller and isolated veins, containing the precious metal, have likewise been discovered. The vast extent and variety of these gold fields are such that at a particular spot I stood, as I were, transfixed, riveted to the place, struck with amazement and wonder at the sight, and for a few minutes was unable to use the hammer."

"Thousands of persons might here find ample room to work on this extensive field without interfering with one another." The above is corroborated by creditable persons who have visited the gold fields, and who have returned with rich specimens. For further particulars respecting the gold discovery I respectfully refer to my dispatch No. 57, and its inclosures.

PORT ELIZABETH.—J. L. FLANDERS, *Consular Agent*.

MARCH 31, 1868.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Wool, goat, and sheep skins, old iron, and 100 bags coffee, being	
total for quarter ended March 31, 1868 .....	\$179,579 64
do for quarter ended June 30, 1868 .....	49,974 01
do for quarter ended September 30, 1868 .....	69,454 66
Total for nine months .....	<u>398,908 31</u>

PORT LOUIS, MAURITIUS.—N. PIKE, *Consul*.

DECEMBER 31, 1868

I have the honor of transmitting herewith a statement of navigation and commerce with this colony for the half year ended December 1868. From the 1st June to the 31st December there have entered this port six American vessels, viz: three ships, two barks, and one brig with an aggregate tonnage of 2,177.63 tons, with cargoes to the value \$317,000. Four of these vessels were whale ships, put into this port for supplies; two were merchant ships, one of which brought a cargo worth \$150,000, which she landed; and one put in for repairs, being in a leaky condition. You will observe that the number of arrivals of American vessels has greatly diminished, mostly on account of the sickly state of the island and the great mortality that has prevailed here for the last two years. Masters of ships will not take freight here if they can possibly help it, the mortality having been so great among seamen.

The sugar crop just finished has sadly disappointed the planters. The hurricane of March last seriously affected the whole colony. The extent of the injury to the plantations could not be fairly ascertained at the time. The rains that fell immediately afterwards gave a luxuriant vegetation in leaves, which deceived the eye, while the damage done to the canes was irreparable; but it was only when they were brought to the mill that the deception was discovered. The present crop reached 80,000 tons, when it was supposed it would produce 160,000 tons. This extraordinary reduction has plunged the planters and merchants generally into a financial difficulty which will nearly ruin most of them. If a hurricane should take place at any time between this and March, the whole colony would be bankrupt.

Last year the shipments were 116,000 tons. The quantity shipped from the 1st of August to the present time is as follows:

To what country.	Crop, 1868-69.	Crop, 1867-68.
	<i>Tons.</i>	<i>Tons.</i>
United Kingdom .....	15,470	28,000
France .....	3,102	17,000
Australia .....	17,398	11,000
India .....	10,117	380
Cape .....	380	411
Other places .....	411	
Total.....	46,878	52,000

The high prices that have ruled have been some compensation, quotations being at present nearly four shillings per 100 pounds above those at the same time last year. Notwithstanding this, there is a heavy reduction of the resources of the planters, which is now the cause of great privation and embarrassment among a large portion of the population. Numbers who possess houses, shares in companies, mortgages &c., see their revenue reduced one-half, and in some instances completely disappearing, from the large amount of capital literally melted away in the form of bad mortgages, unpaid bills of bankrupt estates, and monies paid for landed property now depreciated to a third of its former value.

The Chamber of Commerce at Mauritius held a special meeting

; 1868, and revised their laws relative to commercial commissions are now as follows, viz:

. On sales of goods imported of all descriptions, on the net amount if sold and on the gross amount of all other sales, five per cent.

On sales of colonial sugar and other colonial produce, two and a half per cent.

On purchases of goods: On purchases affected when the agent is in funds, two per cent.; on purchases made when funds are provided by the agent, five

per cent. on the sale of specie, or cashing of bills of exchange, one per cent.

On remittances of proceeds of the sale of goods, specie, bills of exchange, &c.,

On goods consigned and afterwards withdrawn, on invoice value two and a half per cent.

On goods landed on account of damage incurred by the vessel and reshipping (at the option of the consignee,) where the value does not exceed \$10,000, one-half per cent.; exceeding \$10,000 and not exceeding \$25,000, not less than one and a half per cent.; \$25,000 and not exceeding \$50,000, not less than \$500, or half per cent.; \$50,000 and not exceeding \$100,000, not less than \$750, or one-half per cent.; \$100,000, not less than \$1,000, or three-fourths per cent.

The Chamber of Commerce consider this sliding scale not as a commission, but as a fair remuneration for the risk and trouble incurred.)

On freight or passage money procured, five per cent.

On collecting freight or passage money, two and a half per cent.

On ship's disbursements, when the agent is in funds, two and a half per cent.

On ship's disbursements, when the consignee furnishes the funds, five per

cent. on disbursements for vessels under repairs, five per cent.

On letters of credit and advances of funds from which no other commission is taken, two and a half per cent.

On affecting marine insurances, on the amount insured one-half per cent.

On sales or purchases of houses or other immovable property, under power of attorney, five per cent.

On sales or purchases of vessels, whether abandoned, or whether purchased under power of attorney, five per cent.

On recovery of rent, five per cent.

On affairs in dispute, five per cent.

On affairs before the courts and attended with legal proceedings, according to the amount and trouble, but not less than five per cent. on the amount received.

On affairs in dispute and withdrawn before being brought to a settlement, on the nominal value of the claim two and a half per cent.

On protested bills returned for recovery, on the amount recovered two and a half per cent.

On funds employed at interest for parties absent, on the amount of interest received, five per cent.

On guarantee of sales (*del credere*) where the term does not exceed six months, one-half per cent., and one-half per cent. additional on each month beyond six

months. On endorsement of bills of exchange or local bills, two and a half per cent.

On the delivery of goods from a cargo when the freight has been paid before-  
hand, one shilling per ton.

Wharfage and auction dues are a separate charge.

Fever still prevails in a mild form, but the mortality is nearly the average of ordinary times, being at the rate of about fifty deaths per annum. There are, however, many sick in the city of Mauritius, and almost all who have had the fever still suffer from its effects, myself among them. Strangers arriving in the colony are sure to be attacked, and the mortality among this class has been great. No less than thirty-six captains of merchant ships visited this port have been taken after leaving, and died at the place.

It can be safely stated that Mauritius has become the most sickly place in the known world, and will always be so as long as the whole population are allowed to live in the greatest filth imaginable, and no attention is paid to sanitary laws whatever.



FEBRUARY 17, 1869.

As Mauritius produces about one-ninth of the sugar grown in the whole world it deserves a special mention, and perhaps a slight sketch of its early history may not be without interest.

The best authorities of ancient and modern times lead to the conclusion that China was the first to cultivate the cane and manufacture sugar, and that its use was known there two thousand years before its adoption by Europeans. Slowly the culture of the cane made its way to India, Arabia, and Egypt. The Phœnicians are supposed to have taken it to Greece, and the early Greek writers mention it as Indian salt. Its progress among civilized nations was very slow, on account of the jealousy of Indian cultivators, who feared the secret of its culture and manufacture spreading to the west; also from the merchant vessels, in the early ages of navigation, being of such small dimensions that sugar was too bulky an article for freight, the trader naturally seeking for the least weighty and most profitable articles of commerce.

It would take too long to trace its gradual introduction into different countries. Suffice it to say that in the thirteenth century it was planted in Sicily, and the King, William II, gave the monks of St. Bennet a mill for grinding the canes, but the sugar made was greatly inferior to that of the east. In 1420 Don Henry Regent, of Portugal, introduced it into the Madeiras and Canaries with great success. After the discovery of America it spread with such surprising rapidity that in 1518 the proceeds of the port duties on sugar imported from Hispaniola were so enormous that the magnificent palaces of Madrid and Toledo were erected from them.

In 1520 St. Thomas had sixty sugar manufactories, and made 4,650,000 pounds annually.

In 1644 the English began to increase the manufactories in their possessions, and refining sugar was well known and practiced at that period. It was, however, rarely used in England then, except for medicines, or as an article of extreme luxury; first, on account of its dearness; and secondly, from a prejudice against it, as possessing unwholesome properties if taken in any but the smallest quantities.

In the early part of the eighteenth century the sugar-cane was introduced by Mahé de la Bourdonnais into the Isle of France. It was with difficulty he could succeed in inducing the inhabitants to attend to its culture. Cloves, indigo, coffee, cotton, and different cereals so occupied the planters that it was long before sugar took its place as an article of supreme importance for exportation. When once it had gained the palm, everything else gradually succumbed to it, and for years it has reigned paramount in Mauritius, not one of the above-mentioned articles being now grown for commerce. The soil of this island has proved remarkably propitious to the culture of the cane.

Vast sums have been expended in procuring the best machines that Europe could produce, and the most skillful English and French engineers; labor, at great cost, has been brought from India; no expense has been spared; and this little colony in the year 1863 produced 122,432 tons of sugar of very superior quality—perhaps equal to any in the world—and commanded the best prices. But since that period a general decadence has taken place from a combination of unfortunate circumstances, such as drought, fever, cyclones, and others, over which the planter had no control; and, again, from those that result from overtaxing the energies of the land, faulty manuring, and other causes, within his own power to remedy, and to which planters gen

re growing very wide awake. The yield since the above-men-  
 eriod has been gradually less, till in 1865 it fell to 70,000 tons.  
 cyclone of March, 1868, put the climax to the distress long felt on  
 antation. The violence of the wind prostrated and otherwise  
 l the canes to a great extent. They were in a weakly state, and  
 s not strong enough to give to the wind; and I found, on a care-  
 ination of some of the injured plants, that the spongioles of the  
 were greatly hurt. They were, however, apparently resusci-  
 the continuous rains that fell soon after, and they appeared  
 to more than ordinary vigor and luxuriant vegetation. The  
 all looked forward to heavy crops to make up their deficiencies,  
 damage done to their mills and other buildings by the cyclone.  
 ie time of the *coupe* (as the crop season is called here) arrived,  
 the disappointment. Abundance of juice was given, but it con-  
 ar less than ordinary of saccharine matter. One writer on the  
 ne says: "The soil most favorable to the sugar-cane is a rich  
 st, but not a wet one. An excess of soluble mineral constituents  
 il is said to prevent the maturation of the cane, and it certainly  
 effect of introducing into its juice soluble salts, which injure the  
 d diminish the yield."

January, 1868, to May the rain-fall was in such excess that it  
 s caused a failure in the yield; from the reasons given in the  
 te, I can well imagine the anxiety with which all looked to the  
 of the *coupe*. Many a once wealthy planter, as he watched the  
 on day by day, must have felt his last hope die out of saving  
 erty on which he had bestowed many years of labor and expense.  
 heavily burdened with debt, accumulating at compound interest,  
 was left but bankruptcy. During the last three years many of  
 t and oldest estates have passed away from their original pro-  
 and been brought to the hammer, and I fear many more will be  
 ie crisis is past.

imple plant that is the cause of so much anxiety to the thou-  
 growers, buyers, and sellers; that has slain its hecatombs of  
 before the abolition of the slave trade; that from its valuable  
 has become an item of the highest importance in the commerce  
 tions; for which the brains of men of the highest intellectual  
 ve been racked to prepare the costliest machines for extracting  
 is juices—this simple plant belongs to the large natural order  
 amine or grasses. It is the *Saccharum officinarum*, also called  
*saccharifera*, an endogen, or inwardly developing plant.

appears to be three chief stocks from which most of the varie-  
 cultivated in Mauritius are derived, viz: Creole, (originally indig-  
 India,) the Batavian, and the Otaheitan. The principal sorts  
 avor at the present day are the White and Red Belloguet, the  
 ard, White Striped and Red Bamboo, White Penang, and Guin-  
 ie latter canes, being harder, require, of course, stronger machin-  
 ash them, and coming to maturity all at once, require to be cut  
 h great expedition; and this, again, exacts a superior planter to  
 brough rapidly.

nes attain, ordinarily, from ten to fourteen feet in height, and  
 six inches in circumference, according to kind or favorable-  
 soil. The cane, as in all reeds, has a knotty stalk, and at each  
 joint a leaf. The roots are very slender, seldom more than a  
 g, with a few fibers at their extremities. The number of joints  
 alk varies from thirty to forty. The cane requires from ten to  
 months after planting to arrive at maturity. It is cultivated

either by planting the top of the cut cane, or allowing the parent stool to put forth new ones, and to form new ratoons. In both cases the new canes are derived from buds which are situated on the alternate sides of the cane, at the joints. The buds at the upper and lower extremities of the cane retain the power of vegetation the longest, the former being protected by the earth, and the latter by the tuft of leaves at the top from drought. Every joint of the cane and stool contains all the organs necessary for an entire plant. The wood exists in the body of the cane in long tubular cells which extend from joint to joint. Their form is hexagonal, and their function to hold the cane-juice. Towards the circumference the cells become flatter and their capacity less. They form at last a hard, compact, woody envelope. The quantity of wax and silica gives to the rind its peculiar hardness and power to repel water.

Mauritius offers everywhere to the eye spacious cane fields, with here and there the long chimneys rising high above the surrounding buildings; that generally lie embowered in a grove of trees, often the only ones visible for miles. The forests, which formerly covered the island to the water's edge, even close to Port Louis, have gradually disappeared, a few only remaining in the interior. Strict laws have long been in existence for the protection of the forests, but they do not seem to have been enforced much. As wood and charcoal are the only things used for fuel, the destruction is still going on. Could La Bourdonnais see his much-loved isle in the present day he would scarcely recognize any part of it. Where stood the monarchs of the forest are fields of waving cane or arid plains, every stream long dried up. Through districts only intersected by cattle tracks are now wide roads, and over them rush the railway trains, bearing their freights of the precious fabric to be shipped to all parts of the world. All is changed, and by the very people he fought so bravely to keep from getting a footing in the Isle of France. By them have all his hopes and plans been brought to fruition. Unlike many other sugar-growing countries, in Mauritius the planter is also the manufacturer of sugar, which multiplies tenfold the difficulties of the administration of an estate.

The first operation, when a field is marked out for cultivation, is to extirpate all weeds, root up old stocks, and remove the rocks and stones which more or less encumber all ground, and place them in even rows. Between these, at even distances, about eighteen or twenty inches apart, holes are dug twelve and a half inches deep, eighteen inches long, and eight inches wide. Generally, before planting, about ten or twelve pounds of well decomposed manure are placed in each hole and pressed down by the feet of the laborer, when it is covered with a light layer of earth. The cuttings are made from the five or six tender joints or knobs nearest the heart of the cane, two, three, or four of which are put into each hole, according to the locality or season. The best months for planting are December, January, February, and March. In quarters most exposed to droughts, after planting the holes are filled up with dried leaves or grass, to protect the young shoots from the ardor of the sun. The cuttings are placed lengthwise in the holes, taking care that the eyes of each are turned in opposite directions, so as not to impede each other's growth. At the expiration of the time necessary for the shooting of the canes, the dead, fomented, and those with sickly buds, are replaced by fresh ones.

The cuttings of the virgin or first canes are preferred, as being more healthy than those of the second.

To free the canes, before planting, from the insects that infest them they are plunged from ten to twelve hours in a mixture of phenic

carbolic acid and water, an infallible remedy. Sometimes manuring is done after planting; but then the litter is placed between the rows of canes, or in a circular trench dug around the stocks of the young plants. But all this is only a slight portion of the work required in sugar culture. Then comes the cleaning the young canes of the weeds and runners which invade them, and picking up the earth so as to render it permeable to air and water. The weeds grow with such marvelous rapidity that the planters are obliged to watch the tender canes with the greatest care. The number of cleanings depends on the soil, climate, and nature of the weeds on different estates. The different earths are divided into the rocky and free, to use a colonial expression.

Nearly the whole of the land literal in Mauritius is rocky; in fact, to such an extent, in some parts, that with the stones cleared off them walls from two to four feet high are raised between the rows of canes. Yet they are of the greatest fertility, very porous, easily imbibing water, and yielding good crops with proper manuring and rest. The free earths are not, as their name would intimate, destitute of rocks, but only less encumbered than the rocky. These lands lie more in the interior, except in some parts of Savanne and Grand Port, where they extend to the seashore. Loose, volcanic, rocky *débris* and stones are found from the coast to the tops of the mountains. Constant turning up is required in the free soils, for the introduction of air, and to decompose the vegetable matter in the earth. In some places a plow might be advantageously used in planting, but it has not yet been adopted, I believe. The stables and cattle-folds are the two great sources of manure for the plantations, and the heads and leaves of the canes, employed as food or litter, afford them ample materials. Except in the more humid localities, where wood is plenty, all the sugar houses employ "bagasse" and cane leaves as fuel. The word bagasse is applied in Mauritius to designate the fibrous and spongy parts left from the canes that have passed through the mill. Every plantation has thus a great quantity of ashes, which, when returned to the earth, form its most valuable renovator. One of the principal planters writes: "Long experience has shown that the ashes ought to be previously mixed with vegetable matter in fomentation; and when mixed with the skimmings of sugar and the fibrils of the bagasse, they act promptly and energetically on the canes." This appears to me most sensible advice; but unfortunately too many take away everything from the soil, returning little to it of the actual ingredients required to give the juice the proper quantity of saccharine matter. Of late years the most prominent place as a renovator has been held by guano. Its stimulating properties increase the production two-fold for a time, and it has made the fortune of many planters. In the end it is like killing the goose for her eggs, for it is certain loss, eventually, when injudiciously used, as too many have found already in their failing crops.

The above-mentioned writer says, and most correctly: "Invaluable as guano undoubtedly is, its analysis proves that it does not contain all the mineral substances that enter into the composition of the cane; therefore it is certain that those planters who do not restore to the soil the ashes and other debris of the cane will find the fertility of their land gradually diminish." This is so true that already, in many localities, exhaustion has set in.

Nearly £130,000 annually are spent in guano, and, according to our authority, two-thirds of that quantity are wasted from the guano possessing an amount of extraneous matter, such as nitrogen, &c., which are not required at all, and are, therefore, so much waste. Many cheaper

manures may be had possessing all the ingredients required by the cane. When there is such a waste daily going on in the city of Port Louis, matter enough to enrich every plantation in the island, it is a pity so intelligent practical man does not set about what would be the greatest benefaction to the colony as well as boundless profit to himself. Never was any place in such a deplorable state as to its sewage. Though efforts have been lately made to put things on a more decent footing than formerly, yet all in connection with this question is woefully behind the age. I believe that a proper system of sewage would not only soon defray all expenses of the present plan of draining the city, but it would soon save the £130,000 now paid for guano to the colony. I see by a late paper that the Metropolitan and Essex Reclamation Company are showing on a large scale the value of sewage as a fertilizing agent in England, and one especial passage I notice: "The sewage when used is colorless and free from taint and odor." To use the sewage of Mauritius thus would, I feel sure, restore it to its once healthy condition, for it would do away with the *greatest* source of disease in the island. But the system must be carried on over every estate to be really beneficial, and the planter would soon reap his profit in the increase of health and strength of his camp.

In some parts of the island the rain-fall is sufficient for the canes, but in those utterly denuded of forest they suffer frequently from drought. Irrigation is resorted to, but in many places it is an expensive and tedious process, and the failure of the streams in very dry weather renders it often totally impracticable. The leaves grow yellow and withered, and, unless the canes get rain before they are dried to a certain point, a failure of the juice is certain.

Some of the planters have well studied the advantage of a change of crops. After the canes have yielded for two seasons, the ground is either allowed to lie fallow, or is planted with manioc, which serves as food for the cattle; several kinds of peas, called ambreyades, the black pea being eaten greedily by oxen, sheep, goats, and pigs, and the yellow-flowered one being used both by man and animals; arrowroot, which the island produces in abundance, the whitest and best in the world; and maize. Three years is the time usually given to the land between the cane crops. Every one who has thus carried out the system of rotation of crops has reaped the benefit of it. It is a fact known by every farmer the work over, and yet how many planters go on year by year planting the same fields, and over-manuring, and the result is much of the misery of the present day. I do not doubt that the diseases in the canes have been brought about in a great measure by the above practices.

There are two enemies the planters have had to fight against—most deadly ones: the *Pou blanc*, as it is called here, and the borer. The latter, or *Proceras sacchariphagus*, made its appearance in 1850. Some canes were imported from Ceylon in 1848 that were pronounced to be attacked by a boring caterpillar—a plague well known to exist in some parts of that island. It was thought so dangerous to plant them that they were all condemned. They lay, however, for some days under the shed near the post office, whence it is supposed some of the cuttings were clandestinely removed and planted at Haeg. The man who committed such an insane act had better have applied a torch to his plantation. Two years after, the canes at Grande Baie were attacked by an insect recognized as the same as those on the Ceylon canes. It also appeared at Labourdonnais the same year, though then imagined to have been brought in some canes imported from Java; but it has since been stated that the borer is unknown there. The depredations of this insect we



ightful, as it soon ravaged whole plantations in every part of the island. When the eggs of the borer are hatched the caterpillar remains on the leaves until it is strong enough to attack the cane. It possesses two powerful mandibles, and its mouth is armed with a lance-like instrument, which serves it to pierce the flinty cuticle of the cane. When it has made good its entry, it mines with frightful rapidity, and as soon as it attacks the heart the plant withers and dies. It is one of the most voracious of insects. When hatched it is only one and a quarter lines large, but at the end of thirty-one or thirty-two days it is of the thickness of a quill. It then begins to spin its envelope, which it lines with debris of the cane and leaves. The chrysalis state lasts about fifteen days, and it then emerges a fly of a reddish color on a silver-gray ground, covered with powdery scales that fly off with every movement of the insect. During the next five days it lays its eggs to the number of one hundred and thirty, and then dies. This destructive insect has an inveterate enemy in the ant tribe, that wages continual war on it, and they, being so small, can pursue wherever the borer hides. Many birds also devour it greedily, but in spite of all its enemies it has continued its ravages even to the present day. It has partially disappeared in some districts, but will, I fear, never be eradicated.

The *Pou blanc* is of the genus *Coccus*, and a most destructive insect. It will stand the highest and lowest temperatures, and I have seen it in the three parts of the world I have visited. There are many species of it, and all of them generally attack sickly plants and trees. It is possible the diseased state of the canes in 1848, a short time previously to the appearance of this insect, induced its ravages, for wherever an unhealthy plant is, there is sure to be some parasite—often one quite unknown in the vicinity previously. The coccus, on the Mauritian canes, deposits about one hundred and fifty eggs under its carapace or shell. This takes place after the female has done feeding for the season. Some days are occupied in depositing these eggs, which are enveloped in a web that she spins around them, raising the carapace and exhibiting a white cottony substance beneath. If the weather is favorable, in a few days the young appear, and are very active running about on the green shoots and leaves until they find a spot that suits them to fix themselves for life. They are armed with a sharp probe as long as the body, which they insert in the young sap-wood and suck away the life juices of the plant, sometimes quite destroying it. On cutting branches that have become fibrous where these insects have been at work, the whole medullary system seems so deranged that circulation appears almost impossible. This insect spreads and multiplies rapidly. It has one inveterate enemy, the ant, which annoys it by tickling it with its fore feet while eating, and causing it to disgorge the juices it has fed on, which the ant devours greedily, till the pou shrinks up and dies, starved out. I gave a full description of this insect in a treatise I published on the vine disease, in 1853.

During the *entrecoupe* the sugar-houses are thoroughly cleaned and painted, the machinery repaired, and everything put in order, a notable instance of which may be seen on the Labourdonnais estate, which I can best describe by saying that it is a model of cleanliness and order within and without, and does infinite credit to the manager and his staff of superintendents and workmen. As soon as the coupe begins all is activity; no time for idlers then; and the anxiety of the proprietor is ceaseless till he sees the returns his canes are likely to yield.

In September the canes generally arrive at maturity, but, according to locality, time of planting, &c., they are often not ripe for cutting till

October or November. When a field is pronounced fit to cut, a third the laborers, with a small hatchet, chop off the canes close to the cart; another third clear them from the leaves; and the rest pack them upright in carts and take them to the mill. After a good many tons of cane have been cut and carted to the sugar-house steam is put on the engine, and if the mill is powerful, (say of 35 horse-power, and rollers 50 by 3) it will require about twenty coolies to supply it with canes. In the process of feeding the mill the coolies proceed in rotation on each side of the feed plate, fetching up a dozen or two of canes on their shoulders pitching them in without much regard to order, and with one turn of the huge roller the greater part comes out on the other side crushed to dry chips, which are carted away and spread out in the sun to dry. This refuse is the bagasse, and when thoroughly dried is stacked in ricks or covered sheds for future use as fuel for the engine. In this first process lies one great cause of loss to the planters. Some attribute it to the use of plated rollers. However that may be, it is certain from some cause in the crushing of the canes the planter's loss is serious, said to be equal to from three to eight pounds in the hundred pounds of sugar. To give an instance, a rich proprietor has obtained by a powerful mill 4,550 pounds of juice from 7,500 pounds of canes, the mean rendering being from sixty to eighty per cent. This loss is equivalent to 2,800 pounds of sugar to an arpent. An arpent is one hundred square perches; a perch is twenty feet French measure. This planter cultivates from seven hundred to eight hundred arpents, so that he loses the frightful quantity of 2,002,000 to 2,288,000 pounds yearly.

The liquor, now called veson, that flows from the mill (looking like disgustingly muddy water) is at once conducted by wooden or cast-iron gutters to the steam defecators, of three hundred gallons each, where it is heated to boiling point. The veson flowing thence into the first pans of the battery, ebullition commences in these next to the furnace, as it boils up at a temperature not exceeding  $140^{\circ}$ . It is constantly skimmed, and ladled from pan to pan, until relieved of its impurities. The veson is then run into clarifiers of the same size, where lime is added, about three pounds to each three hundred gallons. It is stirred up, and then allowed to rest for fifteen or twenty minutes, when it is drawn off and evaporated to  $25^{\circ}$  Reaumer, in cast-iron pans. The liquor, now designated clairée, is sent into large cisterns, where it remains for twenty-four hours. And thus it goes on as long as the mill is working; the battery works too, defecating and concentrating. The vacuum pan now comes into operation. Steam is put on the pan; an engine with pumps for exhaustion is set agoing, and when a vacuum of  $25^{\circ}$  is attained about five hundred gallons of clairée are admitted into the pan; and when once grains are formed in that quantity, more and more is allowed to flow as granulation takes place.

The temperature of the pan is always kept at  $170^{\circ}$ , and in about four hours, or less, with a good pan, nearly four tons of sugar will be taken out. The sugar runs from the pan along wooden troughs into large shallow wooden cisterns, where it remains from six to ten hours for cooling, till it is ready for the centrifugal machines, called turbines, which purge and drain the sugar. These machines revolve at the rapid rate of about 1,200 rotations per minute, and separate the sirup from the sugar, which flows out through a pipe in the side of the turbine into large vats under the sugar-house. It is then called molasses, and is sold to distillers for the manufacture of rum. When the turbine is in motion a small quantity of water is thrown in, and the sugar can be made extremely white. On some of the estates it is made into large

a. On leaving the turbine the sugar is packed into gunny and bags, and is then ready for the market.

y of the planters still use the Wetzell's, a machine far inferior to steam pan; but on all the large estates the latter is used. During the whole of the season the air of the plantations is filled with the powders of the boiling sugar. Everywhere you hear but the one topic—sugar, or crops. On the arrival of the monthly mail all are so for the latest sugar quotations that I verily believe, if it was told Queen Victoria was dead, before they asked "How did she die?" they would say, "Are sugars up or down?" I fear Mauritius has produced more than she ever will again, and that real capital will have to be introduced in order to carry on the plantations profitably. Most of the planters are bankrupt, and even the few who still keep their heads above water do so by paying enormous percentage for capital.

Annexed to this report will be found a table of the exportation of sugar from 1812 to 1867.

and three plates, numbers one, two, three. Number one represents the cane attacked by the larva of the borer; number two, a section of the cane showing it working its way inside, and a chrysalis; number three, the perfect insect, male and female, as well as the larva.

*Table showing the yearly exportations of sugar from Mauritius from the year 1812 to 1867.*

Cwt.	Years.	Cwt.	Years.	Cwt.	Years.	Cwt.
9,337	1826 .....	394,544	1840 .....	671,879	1854 .....	1,635,363
4,535	1827 .....	377,174	1841 .....	733,549	1855 .....	2,452,251
8,575	1828 .....	448,965	1842 .....	661,876	1856 .....	2,271,907
20,768	1829 .....	542,524	1843 .....	510,960	1857 .....	2,237,017
68,743	1830 .....	630,747	1844 .....	638,623	1858 .....	2,286,407
54,562	1831 .....	651,891	1845 .....	841,943	1859 .....	2,326,953
65,566	1832 .....	683,380	1846 .....	1,184,221	1860 .....	2,523,921
47,022	1833 .....	602,766	1847 .....	1,107,703	1861 .....	2,127,523
128,712	1834 .....	600,691	1848 .....	1,064,638	1862 .....	2,525,853
169,178	1835 .....	602,427	1849 .....	1,238,680	1863 .....	2,647,426
217,319	1836 .....	549,543	1850 .....	1,062,219	1864 .....	2,251,029
234,436	1837 .....	633,982	1851 .....	1,222,571	1865 .....	2,603,831
225,963	1838 .....	668,592	1852 .....	1,379,394	1866 .....	2,721,947
201,869	1839 .....	636,749	1853 .....	1,767,463	1867 .....	1,937,209

Comparative statement showing the principal articles of commerce imported into Mauritius for consumption during the last twelve years.

Description.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	Quarter ending March 31, 1868.
<b>Animals—</b>													
Horses .....	777	1,329	2,190	1,921	1,076	798	201	506	938	785	161	34	58
Cows and oxen .....	7,817	6,711	10,516	4,703	10,915	12,142	10,934	14,557	10,937	10,421	8,953	0,929	459
Mules .....	2,633	2,327	1,803	1,457	2,072	2,136	1,194	1,725	1,127	1,040	322	186	.....
<b>Bagg—</b>													
Yarves .....	38,680	5,120	.....	1,290	12,450	.....	47,525	325,537	37,655	275,943	26,465	18,400	.....
Guany .....	43,824	219,164	374,950	74,136	147,815	246,147	72,935	318,847	330,485	164,153	113,575	17,424	11,050
Beef, salted .....	12,072	10,024	8,127	8,040	14,121	9,213	9,574	14,366	15,950	0,341	4,137	3,038	327
Beer and ale .....	2,452	3,643	5,943	3,237	2,442	2,902	1,938	1,530	2,407	2,417	2,310	1,276	200
Wine .....	18,918	43,526	62,747	49,529	54,419	67,716	64,166	43,082	70,306	7,651	44,700	31,582	2,732
Carridges .....	103	189	281	275	227	136	118	103	190	55	47	41	8
Cheese .....	1,191	2,038	1,453	1,300	1,646	1,907	1,732	1,495	1,855	1,451	1,686	1,249	189
Coals .....	7,213	16,920	19,054	28,348	16,708	16,972	19,243	27,176	14,677	34,463	33,441	37,749	12,780
Clocks and watches .....	413	1,885	1,526	1,396	1,204	1,052	723	1,075	1,119	711	701	767	.....
Coffee .....	3,950	6,792	14,444	7,941	6,068	7,511	5,351	8,644	9,106	6,757	12,954	3,169	2,377
Cordage, hemp .....	4,216	3,477	3,932	2,928	1,684	4,314	3,460	3,462	3,713	1,492	2,612	2,491	35
Cord .....	2,080	1,304	4,235	1,729	2,167	3,466	4,193	1,874	1,141	2,111	2,221	2,481	213
Copper sheets, nails .....	7,939	12,611	9,549	9,349	6,719	7,607	5,245	4,247	4,954	7,571	1,652	3,861	29
<b>Corn and grain—</b>													
Barley .....	288	471	346	350	81	77	318	114	465	74	2,461	1,848	494
Berms .....	1,231	647	945	475	803	1,921	639	925	2,016	1,003	2,956	5,448	340
Liboll .....	71,730	55,045	96,116	79,035	87,670	107,873	75,203	105,360	63,184	51,750	62,171	113,142	8,408
Grain .....	195,083	207,309	272,031	230,478	220,156	304,639	171,381	232,059	231,385	164,457	192,414	75,393	29,774
Malts .....	134	125	67	705	1,305	1,765	129	484	280	1,110	8,075	4,918	6,379
Wheat .....	31,067	40,175	27,687	41,874	35,027	48,374	38,401	38,718	46,612	12,523	118,127	57,546	17,580
Wheaten flour .....	11,744	15,968	29,971	7,284	14,901	43,031	29,458	34,205	24,615	26,136	87,263	46,367	6,580
Oats .....	13,029	10,958	24,650	10,916	32,451	22,988	24,818	49,640	106,474	2,711	63,331	47,552	9,549
Potatoes .....	436	432	684	604	710	1,265	589	605	1,466	234	5,885	1,741	414
Rice .....	1,074,630	866,080	1,002,041	993,272	1,386,563	1,130,865	1,109,453	1,294,790	909,746	140,971	972,296	688,909	255,610
<b>Cotton manufactures—</b>													
Plain .....	5,333,905	14,200,073	13,852,248	5,081,327	4,716,439	5,202,513	4,102,669	2,168,184	2,827,553	3,452,189	3,409,655	3,592,487	526,418
Colored .....	4,572,364	7,556,373	3,721,164	4,021,271	4,608,517	6,340,246	3,106,562	3,678,484	1,982,094	4,297,176	4,819,292	3,750,705	506,831
<b>Fish—</b>													
Dried or salted .....	39,780	39,151	30,480	41,842	23,987	29,045	47,518	42,163	41,833	40,801	41,569	40,966	11,198
Pickled herrings .....	24	1,131	2,483	8,31	2,980	2,395	379	273	873	6.1	1,866	2,158	10

Bars and sheets .....	tons.	1,375	1,046	1,198	1,576	1,173	1,680	536	985	1,153	688	515	.....
Cast .....	tons.	1,967	1,440	2,226	1,960	1,778	1,083	3,307	1,125	2,072	1,074	735	39
Wrought nails .....	cwt.	7,434	7,122	3,471	6,775	6,705	9,244	8,016	3,520	4,561	2,861	3,413	190
Of all other sorts .....	cwt.	2,505	5,914	3,156	5,600	1,707	1,713	5,945	5,543	9,351	1,020	1,406	.....
Lard .....	cwt.	7,347	8,701	9,321	8,417	10,329	10,916	17,951	7,582	7,558	10,398	7,213	2,586
Leather—													
Unwrought .....	cwt.	783	1,199	1,546	1,326	1,083	1,743	970	973	866	369	290	30
Boots and shoes .....	pairs.	182,451	192,493	194,037	184,058	174,907	178,439	175,254	155,369	140,494	126,940	102,458	19,701
Gloves .....	doz. pairs.	1,840	2,709	3,090	2,083	1,985	20,142	1,470	925	587	544	357	87
Saddlery and harness .....	.....	.....	.....	7,346	5,969	4,365	.....	3,534	3,131	3,630	1,013	1,497	169
Leather of all other sorts .....	.....	.....	.....	2,366	1,883	2,606	2,096	2,135	3,275	2,942	2,238	2,292	.....
Linen, manufactured—													
Plain .....	yards.	65,995	26,275	78,545	64,202	131,882	122,232	44,868	37,651	40,859	31,214	3,867	1,487
Colored .....	yards.	14,469	8,524	.....	2,504	3,200	981	1,612	2,045	.....	754	2,045	.....
Sail-cloth .....	yards.	176,357	160,379	91,091	134,436	54,027	263	133,380	90,192	133,078	112,420	178,038	13,430
Machinery and mill works .....	.....	76,080	92,297	81,293	93,236	78,598	25,401	30,778	68,178	42,622	20,811	32,600	843
Manure, guano .....	tons.	4,292	20,317	15,598	25,291	28,355	15,220	22,030	18,484	18,272	18,139	22,651	5,040
Oils—													
Castor .....	cwt.	574	688	1,982	627	1,160	1,360	1,596	1,659	1,240	3,843	2,632	186
Cocunut .....	galls.	64,466	127,778	128,551	193,939	256,056	78,821	50,341	68,793	11,514	86,812	12,766	.....
Gingelly .....	cwt.	6,527	4,548	6,965	4,185	4,289	3,930	5,925	4,238	3,87	4,628	556	3
Mustard .....	cwt.	1,466	2,741	3,943	1,609	1,365	505	1,719	640	848	6,038	3,908	.....
Neat's-foot .....	galls.	1,345	597	999	1,120	840	1,305	959	865	992	786	681	.....
Olive .....	galls.	23,478	26,781	9,969	24,321	33,146	14,810	23,269	17,724	16,640	18,504	18,097	924
Platachia .....	cwt.	.....	.....	.....	.....	.....	11,735	16,934	18,971	9,048	16,532	2,519	137
Other sorts .....	galls.	.....	.....	.....	.....	.....	.....	.....	.....	.....	22,563	48,661	.....
Pork, salted .....	cwt.	3,641	5,283	6,310	9,234	6,121	5,712	5,585	6,596	3,359	2,001	3,759	390
Soap .....	cwt.	21,142	10,882	8,953	14,238	25,022	9,281	13,957	18,694	13,729	9,676	8,805	2,508
Spirits—													
Brandy .....	galls.	45,346	32,665	36,142	39,774	38,133	59,033	54,889	40,363	41,685	29,769	26,037	4,419
Geneva .....	galls.	6,857	4,310	7,013	8,079	7,439	4,468	6,836	10,953	5,965	4,660	7,014	1,915
Rum .....	galls.	1,238	720	94	160	317	8,100	34,366	7,341	6,307	3,636	3,650	618
Tea .....	pounds.	4,073	30,211	41,515	16,908	94,636	25,744	42,258	39,691	32,364	49,161	30,771	14,204
Tobacco—													
Unmanufactured .....	pounds.	878,884	1,363,324	1,447,641	1,228,754	1,095,921	1,328,198	1,049,887	1,244,344	792,620	1,009,037	798,094	96,334
Manufactured .....	pounds.	51,863	121,968	123,512	172,945	101,347	52,740	91,519	155,351	89,471	78,197	71,793	36,404
Cigars .....	pounds.	19,107	37,455	28,336	32,886	31,589	6,551	13,857	13,630	3,859	5,911	3,105	21
Snuff .....	pounds.	17	160	556	37	49	877	314	1,504	56	776	27	.....
Umbrellas—													
Cotton .....	.....	2,350	1,097	2,062	2,698	814	1,017	1,198	1,270	1,086	1,582	1,082	229
Silk .....	.....	5,314	5,643	6,512	5,342	4,395	2,846	3,713	2,999	1,925	1,758	2,150	606
Wine .....	hds.	13,928	21,619	18,293	23,264	19,956	23,926	29,455	22,638	23,423	21,250	19,905	3,299
Do .....	doz. bottles.	17,050	25,448	28,187	25,580	20,742	23,660	32,319	26,596	23,205	18,798	18,531	3,112

\* Since the year 1863, barley, beans, oats, and pease are entered in hundredweights instead of quarters measurement, and dholl, dram, wheat, and rice as bags of 164 pounds each instead of hundredweights.



Comparative statement showing the principal articles of commerce imported into Mauritius for consumption during the last twelve years—Continued.

Description.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866	1867.	Quarter ending March 31, 1868.
Woolen manufacture—													
Cloth.....yards..	295,086	32,091	38,406	27,113	20,190	8,203	8,893	125,880	121,463	142,439	180,644	66,239	1,055
Blankets.....No..	12,637	24,026	29,213	19,144	10,545	11,103	15,495	13,929	7,290	27,555	26,433	7,423	4,931
Shawls.....No..	11,607	17,053	24,743	15,814	9,982	6,066	5,543	7,433	9,084	3,344	7,554	14,363	1,316
Wood—													
Planks and boards.....feet..	3,306,873	3,047,002	5,688,940	4,470,507	4,747,971	5,344,053	3,666,916	3,252,552	5,910,731	5,181,031	3,993,435	2,137,132	920,709
Shingles.....No..	47,500	147,799	1,623,066	1,695,327	669,880	1,362,206	1,922,695	2,558,366	702,300	3,924,763	3,307,790	1,840,800	1,190,506
Timber.....cubic feet..	13,525	63,948	38,718	103,655	30,331	28,691	70,340	72,691	79,729	53,573	80,783	75,146	2,665

ALCUTTA.—CHAS. H. BAILY, *Acting Vice-consul General.*

MARCH 31, 1868.

Showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.

	Rupees.	As.	Ps.
Rejections and butts, saltpeter, rags, and linseed; 33,785 bags, and 5,000 packets .....	476,667	2	3
Cow hides, 3,230 bales .....	302,387	13	0
Gunny cloth and bags, indigo, shell lac, lac dye, cow hides, sugar, saltpeter, &c.; 174,244 bags, 2,516 bales, 103 chests, and 33,088 packets .....	2,267,892	10	11
Lac dye, gunny cloth, &c.; 636 chests, 129 cases, and 200 chests .....	421,488	15	6
Lac dye, goat skins, India-rubber, cutch, &c.; 1,242 bags, 270 bales, and 134 cases .....	59,488	8	3
100 chests .....	61,801	3	11
12,362 bags .....	165,244	3	5
Silk, 1,237 bags .....	6,536	8	0
Raw cotton, cloth, &c., 3,245 bales .....	154,936	1	6
100 bales and 178 bags .....	14,874	3	9
.....	59,013	5	2
Total for quarter ended March 31, 1868 .....	3,990,330	11	8
Total for quarter ended June 30, 1868 .....	2,698,120	5	1
Total for quarter ended September 30, 1868 .....	4,334,066	6	4
Total for nine months .....	11,022,517	7	1

SINGAPORE.—WM. B. SMITH, *Vice-consul.*

Showing the value of the imports entered and exports from Singapore during the year 1867, viz., from May 1, 1866, to May 1, 1867, with the names of the countries whence imported and whither sent.

Names of countries.	Imported.	Exported.
.....	\$11,591,030	\$3,971,823
.....	61,715	1,137,035
.....	2,209,422	434,127
.....	131,661	33,520
.....	1,998,467	3,756,030
.....	78,758	126,757
.....	2,534,489	897,864
.....	4,125,551	3,656,620
.....	896,293	1,475,261
.....	1,441,235	2,767,227
.....	250,710	132,425
&c. ....	4,981,129	3,182,666
.....	10,044,784	748,474
.....	522,203	727,086
.....	496,405	459,775
Islands .....	935,335	918,440
.....	521,864	627,295
.....	3,495,689	3,660,820
Total .....	46,316,740	28,713,243

POINT DE GALLE, CEYLON.—G. W. PRESCOTT, *Commercial Agent.*

MARCH 31, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Native coffee .....	\$50,517 74
Lump and dust plumbago.....	6,954 57
Citronella oil.....	223 32
Total for quarter ended March 31, 1868.....	57,695 63
Total for quarter ended June 30, 1868.....	26,083 00
Total for quarter ended September 30, 1868.....	150 025 73
Total for nine months.....	233,804 36

*Statement showing the description, quantity, and value of the exports from the island of Ceylon to the United States during the year ended September 30, 1868.*

Coffee, plantation 27,943 pounds, native 22,827 pounds.....	\$260,607 95
Plumbago, 16,182 pounds.....	59,589 95
Essential oil.....	4,924 65
Coir yarn, 62,005 pounds.....	3,502 06
Cinnamon, 13,000 pounds.....	4,772 98
Shells, 2 cases .....	83 71
Matting, 96 rolls .....	689 58
Total .....	334,180 08

NOVEMBER 4, 1868.

I have the honor of acknowledging the receipt, on the 2d instant, of your dispatch No. 35, dated September 22, 1868.

I take the liberty of inclosing herewith a sketch of "Ceylon and its people." I obtained the same through the indulgence of a friend with whom I was passing a few days, who has been long a resident of the island and has been himself in every part of it.

I trust you will not find it devoid of interest.

CEYLON AND ITS PEOPLE.

The island of Ceylon, as every one at all familiar with geography is aware, lies at the southeastern extremity of the continent of India, and is separated from it only by a narrow strait. It was formerly very little known to the business world, but has within the last twenty years been brought more into notice by its production of coffee.

The scenery in the maritime parts of Ceylon, though rich in tropical luxuriance, is rather tame from its sameness; but in the hill districts of the interior the scenery becomes bold and extremely beautiful, varying and changing with every mile that is passed. The outlying portions of the hill country present a succession of long winding valleys, covered with rice fields, bright in some parts with the emerald green of young crops, and in others with yellow grain just ready for the sickle, or alive already with the active operations of harvesting.

Between the valleys rise hills of every form; knolls of open grass land, and ranges of rugged towering heights, wooded to their very summits; while occasional glimpses of cottage roofs by the edge of the fields, almost buried in rich foliage, tend to add increasing life and beauty to the whole scene.

Further on towards the interior of the country the scenery changes from the beautiful to the grand, and magnificent ranges of mountains, five, six, and seven thousand feet above the sea, tower on every side, separated only by deep ravines, the bottoms of which form the rocky beds of mountain torrents, which come rushing down in falls and rapids from the heights above, while from the margin of the stream, on both sides, the trees

aced rice-fields rise step above step and tier above tier for hundreds of feet, until they are met and bordered by the varied foliage of the uncleared jungle, the park-like openings of the hill-side *patnas*, (open grasslands,) or the well-kept estates of European coffee planters with their picturesque bungalows, stores, and buildings, the whole being backed by primeval forests, extending in dark unbroken masses to the summit of the mountain range.

For the purposes of government the island is divided into districts, and each district presided over by a native chief, (called a Ratta Mahatmaya, in the up country, and Modliar, in the low country,) appointed and paid by government. Under him are a ~~lass~~ of officers called Korales or Mohandirams, each of whom is chief of a subdivision or Korle, into which all the districts are divided. The Korles are again subdivided into ~~Wassam~~ *Wassams*, consisting of one large or two small villages joined together. Each *Wassam* is under the charge of a petty head-man, called in high-caste villages an Aratchy, and in low-caste villages a Vedane or Duraya. Most of the villages in the interior of the land are small and widely scattered, containing generally from twenty to sixty houses each. The houses are not built together to form a street, but singly or in clusters of two or three, over a wide extent of ground, so that there is often the space of a quarter of a mile between one house and another. They are all so shut in by trees that a stranger passing through the country might easily imagine himself to be traveling through a land almost destitute of human habitations. Ceylon is peopled by four distinct native races, viz: Singhalese, Tamils, Moormen, and Veddas. The latter, the Veddas, are probably the aboriginal inhabitants of the island, but they are now few in number, and are found only in the more inaccessible jungle districts of the island lying between the mountain ranges and the eastern coast. They are entirely uncivilized, and lead a wandering life in the forests, subsisting almost entirely by hunting, and, from the little that is known of them, seem to resemble the scattered hill tribe on the continent of India. The Singhalese, although all originally the same people and still speaking the same language, are nevertheless divided into two classes, differing so widely in many respects from each other as to appear almost like two distinct races. The larger of these two classes inhabit the lowland or maritime districts, in the western, northern, and southeastern parts of the island, and are called either Singhalese or low-country people. The smaller class are called Kandians, or up-country people, and inhabit only the mountain and hill districts of the interior. The Singhalese, or low-country people, have long been under the rule of the Europeans, as the maritime parts of the island were taken possession of by the Portuguese in 1518; by the Dutch, who expelled the Portuguese, in 1656; and finally by the English, who took them from the Dutch in 1796. The consequence is that the people who inhabit those parts of the island have adopted to a very great extent European habits and customs, and a very large portion of them profess the Christian religion. English education has also made great progress among them during the last twenty years, and has thoroughly anglicized their feelings, habits, and modes of thought of a very large proportion of the educated ~~classes~~ *classes*, and the consequence is that the great body of the Singhalese are in a transition state, and are rapidly throwing off ancient habits and customs and adopting the civilization, and to a great extent the religion also, of Europeans. European rule and influence, which has long held sway in the low country of Ceylon and wrought such great changes among the inhabitants, was only introduced into the interior and mountain districts at a comparatively recent date, and, since its introduction, has made but slow progress in changing the national habits and customs of the Kandians. The Portuguese and Dutch, during their occupation of the low country, made from time to time great but fruitless efforts to conquer and bring under their rule the Kandian kingdom in the interior. And even the English failed in one or two similar attempts at conquests; and it is quite probable that the Kandians, intrenched in the then almost inaccessible jungles of their mountain country, might have held their own to the present day had not the cruel tyrannies of their last King driven the chiefs to open rebellion; when, to make their cause against him secure, they invited the English to invade the Kandian country, ceded the sovereignty of it to the British crown, and so introduced European rule and influence into the interior districts of the island for the first time. But although the English rule in the Kandian country has now been established for about fifty years, and the people live contentedly under it, yet European influence has had but very little effect upon the Kandians, clinging as they do tenaciously to all their ancient customs and habits, both religious and national. The Kandian people, as a body, avoid rather than court intercourse with Europeans. To escape from it, they have withdrawn from all the larger towns of the interior, and settled themselves in secluded villages among the hills and jungles, leading the same kind of life as their forefathers led for centuries before them. Their chief employment is the cultivation of rice, in which they show great industry, skill, and perseverance. Their rice fields have been formed in terraces or steps, on the steep sides of hills, tier above tier, for hundreds of feet; and to irrigate them water-courses have to be cut for long distances through rocky and uneven ground, to convey water from the mountain torrents and streams to the terraces in the highest parts of the field, from whence it gradually flows down to

the lowest until the whole is immersed to the depth of some five or six inches, when it is turned off again to the streams.

The towns of the interior are inhabited by Singhalese settlers from the low country Tamils and Moormen, with but very few purely Kandian families among them. The town of Kandy, the ancient capital of the kingdom, is no exception to this rule, there are now but very few Kandian families among them.

The Tamils of Ceylon must have come over from the southern coast of India and settled in the northern and eastern parts of the island at a very early date, as some of the oldest native histories are very much taken up with accounts of the war carried on between them and the Singhalese for the sovereignty of the island; but although sometimes successful, the Tamils never seemed to have gained permanent footing in any other parts of the island than those which they now occupy. There is a great similarity between the native Tamils of Ceylon and those of southern India. In appearance they are much alike, and their native customs, habits, and religious belief are nearly identical. But the Tamils of Ceylon have, perhaps, as a whole, made greater advances in civilization from their closer connection with Europeans. For nearly the last three hundred years, like the Singhalese of the maritime provinces, they have been under the government of Europeans; and, from the fact of their being few in number when compared with the masses in southern India, have been much more influenced by it. English education, also, has been carried on to a great extent since the commencement of foreign missions in the island, and there is consequently a wider diffusion of European civilization among them than among the masses of South India, where European influence has been less felt.

Besides the Tamil inhabitants of the northern and eastern parts of the island there is a large settled Tamil population, generally called Chitties, in all the larger towns and are chiefly engaged in trade. Of late years, also, the number of Tamils in Ceylon have greatly increased by the influx of thousands of people from the coast of India who have come over as laborers on coffee estates; but although a few of them have settled down permanently in the island, the great mass come for a time only, and return again, when they have earned a little money, to their own villages in India.

The Moormen in Ceylon are the most industrious and enterprising class of people in the island. Wherever money is to be made, there the Moormen (the Tambies, as they are generally called) are to be found. They are the chief traders in all the large towns and they often vie with the European storekeeper in the variety of their goods and the splendor of their displays. Those who cannot afford to set up shops hawk about their goods in boxes, besieging the bungalows of Europeans and the cottages of the native and importuning all to look at and purchase their tempting wares. They are always first in the field to buy any native produce that can be sold with profit to merchants for exportation; and no sooner is a coffee district opened up than the Tambies set up their shops to supply the estate laborers; and if there is a chance of success some more enterprising individual among them will open a larger store and put on his notices, often in rather original English, informing the planters that he is ready to sell good beef and bread on certain days in the week, and any other goods that European gentlemen require. The result of this pushing enterprise is to make them, as a class, the most wealthy and well-to-do of all the native inhabitants; and the greater part of the internal trade of the island is in their hands.

Besides the purely native races there is a mixed population of some thousands, consisting of Malays, Javanese, Parsees, &c., settlers or descendants of settlers from various parts of India; and to these must be added Burghers, (that is, the descendants of the Portuguese and Dutch inhabitants,) and the present European population, consisting of the military and civil servants, and the merchants, planters, and other Europeans residing in various parts of the island.

The total population, as shown by published returns, is as follows:

Singhalese, (low country and Kandians).....	1, 575, 50
Moormen.....	130, 00
Tamils, (including immigrant coolies) .....	700, 00
Veddhas .....	2, 00
Mixed races .....	4, 00
Burghers.....	4, 00
Europeans .....	3, 00
Total .....	<u>2, 418, 50</u>



MELBOURNE.—GEO. R. LATHAM, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States for the quarter ended this day.*

	£	s.	d.
Wool, unwashed, 355 bales.....	5,502	8	5
Wool, washed, 114 bales.....	2,655	14	6
Sundries.....	49	18	0
Total for quarter ended December 31, 1867.....	8,208	00	11
Total for quarter ended March 31, 1868.....	25,592	2	1
Total for quarter ended June 30, 1868.....	560	08	0
Total for quarter ended September 30, 1868.....	262	11	2
Grand total.....	34,623	2	2

OCTOBER 12, 1868.

I have the honor to inclose herewith tables, from No. 1 to No. 7, both inclusive, in which are exhibited the revenue and commercial statistics of the colony of Victoria for 1867, as compared with 1866; tables 8 and 9, inclusive, showing the commereial statistics of the port of Melbourne for the first three quarters of 1868, as compared with the same period of 1867; and table No. 10, showing the number of men, and the earnings per man, engaged in gold mining in Victoria for five years, and the quantity of gold shipped from Victoria for six years ending December 31, 1867.

No. 1.—Statement showing the net revenues of Victoria received into the colonial treasury during and on account of the years ended September 30, 1866 and 1867, respectively.

Heads of revenue.	1866.			1867.		
	£	s.	d.	£	s.	d.
1 Customs :						
Spirits.....	448,450	16	9	583,457	18	4
Wine.....	40,582	8	5	37,664	13	1
Beer and cider.....	31,363	1	11	31,360	6	2
Tobacco and snuff.....	119,768	14	4	129,716	10	2
Cigars.....	10,579	15	5	9,013	18	5
Tea.....	62,850	13	1	48,898	15	1
Sugar and molasses.....	78,203	18	4	67,873	9	10
Coffee, chiccory, cocoa, and chocolate.....	13,641	7	1	13,584	7	3
Opium.....	18,772	9	5	19,113	15	0
Rice.....	14,988	4	10	10,551	3	9
Hops.....	6,377	13	2	5,647	9	10
Malt.....	6,994	9	2	7,356	6	6
Wharfage rates.....	91,932	1	5	84,727	14	0
Export duty on gold.....	87,051	18	10	49,172	9	10
All other articles.....	125,804	7	0	284,355	7	3
2 Excise :						
Spirits distilled in Victoria.....	26,861	13	9	30,142	17	9
Publicans' licenses.....	13,431	5	0	3,531	5	0
Auctioneers' licenses.....	4,081	9	7	2,833	9	11
All other licenses.....	5,862	7	9	3,897	9	3
3 Territorial :						
Sale of land by auction.....	263,997	3	9	232,392	9	1
Accrued from rents and selections.....	182,646	4	9	166,393	11	2
Pastoral occupation.....	124,928	7	5	150,979	17	8
Free, leases, and licenses.....	38,357	8	10	68,152	14	4
Rent of leases under amending act.....	125,767	3	6	137,261	4	0
Miners' rights.....	15,880	6	0	11,980	11	3
Business licenses.....	5,222	5	0	4,072	0	0
Leases of mineral lands, &c.....	15,994	19	6	14,091	2	6
4 Public works :						
Railway income.....	568,004	18	2	497,092	8	2
Water supply.....	75,859	9	9	60,551	12	6
Electric telegraph.....	34,585	3	3	29,460	16	3
5 Ports and harbors :						
Tonnage.....	17,669	4	0	17,750	5	0
Plutage at outposts.....	291	15	5	148	11	9

No. 1.—Statement showing the net revenues of Victoria, &amp;c.—Continued.

Heads of revenue.	1866.			1867.	
	£	s.	d.	£	s.
6. Postage : Including receipts and money orders .....	133,160	14	10	112,967	5
7. Fees : Supreme court .....	17,610	15	5	18,733	8
General sessions and county courts .....	4,050	12	8	3,321	6
Courts of mines .....	584	15	10	481	0
Courts of petty sessions .....	11,521	17	7	10,497	8
All other fees .....	40,415	19	5	33,200	11
8. Fines and forfeitures : Supreme court .....	719	12	8	709	0
General sessions and county courts .....	47	15	10	16	13
Courts of petty sessions .....	4,697	3	0	3,002	19
All other fines .....	18,952	19	11	2,434	10
9. Miscellaneous : Rents, exclusive of land .....	2,052	12	0	1,517	9
Government printer .....	4,644	12	5	4,602	5
Labor of prisoners .....	2,337	11	10	1,922	12
Storage of gunpowder .....	1,464	9	11	1,437	7
Sale of government property .....	2,594	4	3	3,426	13
All other receipts .....	27,843	19	1	29,264	11
Total .....	2,949,503	1	3	3,040,761	11
				2,949,503	1
Increase for 1867 .....				91,258	10

No. 2.—Statement showing the nationality and the estimated value of imports into the colony of Victoria during the year ended September 30, 1867.

Ports of entry.	From United Kingdom.	From British possessions.	From United States.	From other foreign states.	Total
	£	£	£	£	£
Melbourne .....	5,968,802	3,107,546	694,038	1,013,220	10,783,606
Geelong .....	208,066	64,856	2,869	12,071	287,862
Portland .....	20,148	726			20,874
Port Fairy .....	865	2,653			3,518
Port Albert .....	28	822		50	880
Warrnambool .....	1,622	2,057			3,679
Beloeil .....		82,153			82,153
Wahgumjah .....		6,609			6,609
Echuca .....		409,896			409,896
Sevan Hill .....		74,710			74,710
Narung .....		2			2
Corvina .....		271			271
Total .....	6,199,531	3,752,301	696,907	1,025,341	11,674,080
Total for 1866 .....	7,846,828	4,819,449	947,546	1,157,888	14,771,711
Decrease for 1867 .....	1,647,297	1,067,148	250,639	132,547	3,097,631





No. 7.—Statement showing the number and tonnage of vessels cleared from the colony of Victoria during the year 1867, distinguishing the countries to which bound.

Ports of clearance.	To United Kingdom.		To British possessions.		To United States.		To other foreign states.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Melbourne .....	71	78,634	1,338	398,912	9	5,904	97	66,322	1,515	549,772
Geelong .....	8	10,039	83	14,699	.....	.....	.....	.....	91	24,738
Portland .....	.....	.....	5	681	.....	.....	1	300	6	1,071
Port Fairy .....	.....	.....	33	6,854	.....	.....	.....	.....	33	6,854
Port Albert .....	.....	.....	10	1,971	.....	.....	.....	.....	10	1,971
Warrnambool .....	.....	.....	65	12,813	.....	.....	.....	.....	65	12,813
Wakamajah .....	.....	.....	15	925	.....	.....	.....	.....	15	925
Ethaca .....	.....	.....	152	14,328	.....	.....	.....	.....	152	14,328
Devon Hill .....	.....	.....	48	3,029	.....	.....	.....	.....	48	3,029
Narrag .....	.....	.....	3	197	.....	.....	.....	.....	3	197
Others .....	.....	.....	17	1,328	.....	.....	.....	.....	17	1,328
Total .....	79	88,673	1,769	456,737	9	5,904	98	66,712	1,955	617,026
Total for 1866 .....	63	74,484	1,985	490,035	6	3,729	149	107,493	2,203	675,741
Decrease for 1867 .....	.....	.....	.....	.....	.....	.....	.....	.....	248	58,715

No. 8.—Statement showing the comparative imports and exports at the port of Melbourne for nine months ended September 30, 1868 and 1867.

Imports, 1868 .....	£9,401,235
Imports, 1867 .....	8,510,247
Increase in 1868 .....	890,988
Exports, 1868 .....	10,058,984
Exports, 1867 .....	8,398,108
Increase in 1868 .....	1,660,876
Imports, 1867 .....	8,510,247
Exports, 1867 .....	8,398,108
Excess of imports .....	112,139
Exports, 1868 .....	10,058,984
Imports, 1868 .....	9,401,235
Excess of exports .....	657,749

No. 9.—Statement showing the comparative number and tonnage of vessels entered and cleared at the port of Melbourne during nine months ended September 30, 1867 and 1868.

	ENTERED.		CLEARED.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
1867 .....	1,146	410,704	1,173	421,393
1868 .....	1,203	425,812	1,234	442,650
Increase for 1868 .....	57	15,108	61	21,247

## ENTERED FROM AND CLEARED FOR UNITED STATES.

	Number.	Tonnage.	Number	Tonnage.
1867 .....	30	18,335	7	4,515
1868 .....	25	16,536	12	9,874
Decrease entered from and increase cleared for .....	5	1,799	5	5,359



No. 9.—Comparative statement, &c.—Continued.

ENTERED AND CLEARED WITH AMERICAN REGISTERS.

	Number.	Tonnage.	Number.	Tonnage.
1867.....	21	15,409	22	15,9
1868.....	16	11,354	17	11,64
Decrease.....	5	4,055	5	4,30

No. 10.—Statement showing the number of men, and the earnings per man, engaged in gold mining in Victoria for five years ending with 1867.

Years.	ALLUVIAL MINERS.		QUARTZ MINERS.	
	Number.	Earnings per man.	Number.	Earnings per man.
1863.....	76,343	£ s. d. 59 7 10	16,024	£ s. 123 3
1864.....	67,982	61 6 0	15,414	130 13
1865.....	65,484	66 16 3	17,730	101 10
1866.....	57,892	66 4 1	15,625	132 17
1867.....	51,719	67 10 7	14,138	156 11

Statement showing the quantity of gold shipped from Victoria for six years ending with 1867.

Years.	Ounces.	Years.	Ounces.
1862.....	1,658,285	1865.....	1,556,
1863.....	1,627,066	1866.....	1,480,
1864.....	1,545,450	1867.....	1,392,

PORT STANLEY, FALKLAND ISLANDS.—GEORGE M. DEAN, Commercial Agent.

DECEMBER 31, 1868

With respect to general merchandise, there has been no increase imports for the last three years.

The exports for the year have been 90 tuns penguin oil, 7,000 cat hides, 700 hair sealskins, 490 bales of wool, 20 tuns seal and whale and 50 tons bones and horns.

During the year five American vessels have put in, and forty-1 others, principally English.

SYDNEY, NEW SOUTH WALES.—H. H. HALL, Commercial Agent.

MARCH 31, 1868

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

Coals, &c.....	\$7,924
Wool, tallow, copper, &c.....	822,384
Total for quarter ended March 31, 1868.....	830,308
Total for quarter ended June 30, 1868.....	4,835
Total for quarter ended September 30, 1868.....	17,135
Total for nine months.....	852,274

OCTOBER 21, 1868.

I have the honor to submit herewith my annual report for the year ended September 30, 1868.

Sixteen American vessels have arrived during the above period, viz: 3 ships, 10 barks, and 3 brigs, of 8,139 gross tonnage. Gross amount of imports, \$538,988. Gross amount of exports, \$729,499,89. Exchanges on London, 30 days,  $1\frac{1}{4}$  per cent. premium; exchanges on London, 60 days,  $\frac{3}{4}$  per cent. premium; exchanges on London, sight,  $2\frac{1}{4}$  per cent. premium. Bank discount on bills at three months, 5 to 6 per cent.; bank discount on bills at four months, 6 to 7 per cent.; bank discount on bills above four months, 7 to 8 per cent. Interest on fixed deposit for twelve months, 4 per cent. The principal exports from the colony are wool, tallow, hides, horns, bones, coals, iron, copper, and gold. The imports are wheat, flour, tobacco, spirits, wine, beer, tea, sugar, dried fruits and fish, lumber, (rough and dressed,) and all descriptions of manufactured goods, as at present we are dependent on foreign supply, nothing on a large scale being made here. Capital is chiefly invested in stock and stations, most of the large runs being leased from the government.

As the government reports are made up yearly, I am unable to obtain reliable information of the imports and exports up to the present time, but now forward two copies of the "Statistical Register" of New South Wales for the year 1867, which fully enters into all subjects on which you require information.

For the year 1867 the imports were £6,599,807; the exports were £6,880,715. Number of vessels entered inward, 1,868; aggregate tonnage, 646,970; number of vessels entered outward, 2,104; aggregate tonnage, 726,721. Wool exported from the Australian colonies, 1867, 133,168,170 pounds. The returns of stock depastured in the colony are as follows: Sheep, 16,000,000; horses, 280,201; cattle, 1,728,427; pigs, 173,168. Within the last year about 1,500 acres in the northern part of the colony have been planted with sugar-cane, and in Queensland about 1,000 acres are under cotton; the products are highly approved of.

\* \* \* \* \*

JANUARY 29, 1869.

I have the honor to report that the quarantine regulations are still enforced on all vessels arriving from San Francisco; but no cases of small pox have occurred.

The quantity of breadstuffs imported into this colony from the United States during the year 1868 is as follows: Flour, 7,168 tons; value, £101,769; wheat, 129,860 bushels; value, £43,403. It was expected that Mr. Robertson's ministry would introduce free-trade principles, but they find they have not sufficient strength to carry any important measures. I do not expect much will be done until after the general election in May.

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NEW CASTLE, NEW SOUTH WALES.—G. MITCHELL, *Consular Agent*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Coal, 920 tons, being the total for quarter ended December 31, 1867.....	\$2,205 00
Total for the quarter ended March 31, 1868.....	4,754 00
Total for the quarter ended June 30, 1868.....	23,805 00
Total for the quarter ended September 30, 1868.....	19,664 00
<b>Grand total.....</b>	<b>50,428 00</b>

FRANCE AND ITS DEPENDENCIES.

PARIS.—J. G. NICOLAY, Consul.

APRIL 29,

I have the honor to transmit herewith a report of the com movement from this consular district to the United States, which embraces—

1. A table showing the total quarterly exports from Paris United States during five and a half years past, namely, for the quarters from July 1, 1863, to December 31, 1868.

2. A series of tables showing the classified monthly and qu exports during the years 1866, 1867, and 1868.

3. A table giving a comparative view of the quarterly exports i separate class of articles during the years 1866, 1867, and 1868.

4. A table showing the exports from the consular agencies of and Reims during the same period.

The following table exhibits a summary statement of the declared value of exports fr to the United States during a period of five and a half years, namely, for the severa from July 1, 1863, to December 31, 1868.

Year.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	To
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	
1863.....			25,340,061	28,943,342	
1864.....	30,622,771	29,057,966	15,029,817	7,634,977	
1865.....	17,169,566	24,324,166	46,687,202	50,960,635	1
1866.....	47,897,040	36,165,609	55,170,790	41,384,398	1
1867.....	41,033,508	29,772,719	53,848,889	25,339,140	1
1868.....	32,869,856	24,160,827	45,884,915	28,541,627	1
Grand total for five and a half years.....					7

From this table it will be seen that the fall and winter of 18 the period of the greatest depression, the minimum of exports (7, francs) having occurred during the fourth quarter of 1864; and t period of expansion which followed extended partially through th 1865, 1866, and 1867, the maximum of exports (55,170,790 francs) occurred during the third quarter of the year 1866.



Articles.	FIRST QUARTER.					SECOND QUARTER.					THIRD QUARTER.				
	January.	February.	March.	Total.	Total.	April.	May.	June.	Total.	Total.	July.	August.	September.	Total.	Total.
	France.	France.	France.	France.		France.	France.	France.	France.		France.	France.	France.	France.	
Books and engravings.....	72,911.50	68,780.00	92,362.50	234,054.00	234,054.00	68,677	52,076	46,107	166,860	166,860	57,534	61,439	33,103	151,076	151,076
Books and shoes.....	62,450.40	76,087.15	80,625.30	219,162.85	219,162.85	50,317	46,322	74,247	170,886	170,886	92,480	82,649	75,609	250,738	250,738
Brasses and works of art.....	84,775.55	171,411.20	108,822.95	364,999.70	364,999.70	49,687	101,497	84,170	235,354	235,354	67,887	110,726	115,418	294,031	294,031
Buttons and trimmings.....	1,008,528.80	888,573.05	601,071.60	2,498,173.45	2,498,173.45	478,168	481,000	463,641	1,422,809	1,422,809	858,087	1,043,778	711,922	2,613,787	2,613,787
Chemicals.....	18,941.00	128,040.00	80,694.60	327,675.60	327,675.60	68,680	142,038	68,454	279,172	279,172	108,292	97,878	124,804	330,974	330,974
Clocks and watches.....	43,417.65	46,629.75	51,827.45	141,874.85	141,874.85	69,342	51,003	88,370	208,715	208,715	71,925	286,343	117,533	671,109	671,109
Clothes, woollen.....	953,839.75	548,972.55	143,470.10	1,646,282.40	1,646,282.40	158,319	249,093	131,439	538,851	538,851	262,811	286,343	192,952	672,105	672,105
Clothes, ready-made.....	85,814.45	212,419.00	192,482.50	590,715.95	590,715.95	95,165	47,163	101,024	243,352	243,352	188,818	297,663	110,276	596,757	596,757
Cotton goods.....	2,345,941.25	1,024,648.75	351,638.65	3,722,228.65	3,722,228.65	138,093	227,135	220,514	685,742	685,742	113,025	111,950	73,654	398,629	398,629
Drugs.....	74,630.75	16,444.80	21,904.50	112,979.05	112,979.05	56,030	10,454	45,301	111,785	111,785	37,757	38,711	53,734	130,202	130,202
Dyestuffs.....	24,068.75	2,172.00	3,580.95	29,821.70	29,821.70	32,996	3,870	9,709	46,575	46,575	1,300	142,047	---	143,347	143,347
Fancy goods.....	700,997.80	363,193.80	445,179.30	1,509,370.90	1,509,370.90	534,300	686,539	927,366	2,148,205	2,148,205	975,700	679,217	764,453	2,419,370	2,419,370
Flowers and feathers, artificial.....	552,797.95	557,680.00	299,714.15	1,410,192.10	1,410,192.10	85,825	16,857	67,364	170,046	170,046	577,008	636,783	191,792	1,405,583	1,405,583
Furnishing goods.....	1,304,790.75	1,153,001.35	618,032.40	3,075,824.50	3,075,824.50	416,186	66,086	620,289	1,102,561	1,102,561	1,619,925	1,649,640	1,325,634	4,595,161	4,595,161
Furniture.....	2,915.70	16,684.70	4,672.60	24,273.00	24,273.00	15,781	2,977	15,668	34,426	34,426	46,717	32,011	92,416	101,144	101,144
Glass and porcelain.....	297,724.15	363,700.30	413,430.25	1,074,854.70	1,074,854.70	361,132	288,740	312,376	962,248	962,248	387,127	386,466	312,290	1,085,819	1,085,819
Gloves, kid.....	594,785.30	660,338.45	674,166.65	1,929,290.40	1,929,290.40	434,026	481,742	530,223	1,446,091	1,446,091	625,256	651,268	515,258	1,891,782	1,891,782
Hair.....	68,390.00	75,461.50	92,153.30	336,004.80	336,004.80	75,292	19,394	35,691	130,377	130,377	24,040	19,780	35,626	79,446	79,446
Hats, hatters' goods.....	548,484.05	84,067.15	104,575.50	737,126.70	737,126.70	156,296	475,982	912,639	1,544,917	1,544,917	661,640	576,195	486,415	1,718,250	1,718,250
Jewelry, precious stones.....	324,155.85	879,816.20	1,021,567.25	2,225,539.30	2,225,539.30	716,574	701,744	493,703	1,911,021	1,911,021	287,485	441,253	784,776	1,513,514	1,513,514
Leaves.....	108,825.25	249,645.50	298,739.40	657,210.15	657,210.15	193,426	96,805	270,625	560,856	560,856	784,760	156,670	244,744	746,174	746,174
Leather.....	1,041,989.25	1,159,049.55	1,448,192.65	3,649,231.45	3,649,231.45	1,456,939	1,299,410	1,901,084	4,657,437	4,657,437	409,790	1,441,590	1,419,606	3,270,986	3,270,986
Linen goods.....	1,060,020.75	802,354.70	933,550.65	2,795,926.10	2,795,926.10	196,980	137,715	88,374	422,069	422,069	120,413	117,342	17,192	254,947	254,947
Liquors.....	3,351.00	1,242.10	9,577.10	14,170.20	14,170.20	759	509	733	2,001	2,001	2,890	1,060	70,802	74,753	74,753
Marine, bombazine craps.....	1,656,878.40	1,844,686.00	1,231,570.25	4,733,134.65	4,733,134.65	701,081	2,125,517	4,757,189	7,583,787	7,583,787	4,964,199	6,373,600	5,927,587	17,265,386	17,265,386
Miscellaneous.....	1,247,861.25	1,046,943.80	906,606.85	3,161,411.90	3,161,411.90	461,242	582,306	361,151	1,404,700	1,404,700	561,559	517,195	500,334	1,579,088	1,579,088
Miscellaneous dry goods.....	---	2,082,534.00	1,855,540.35	3,938,074.35	3,938,074.35	1,072,487	1,355,264	1,439,697	3,867,448	3,867,448	2,067,066	3,311,610	1,198,104	6,577,780	6,577,780
Optical, surgical instruments.....	39,350.40	85,595.10	97,278.05	222,223.55	222,223.55	61,850	85,615	104,365	251,830	251,830	114,561	194,050	75,486	380,103	380,103
Pianos, musical instruments.....	73,748.10	63,440.05	77,118.00	214,306.15	214,306.15	82,483	64,474	80,828	227,785	227,785	79,250	78,077	59,458	217,885	217,885
Plated ware, gold and silver.....	42,494.00	5,504.10	---	48,000.10	48,000.10	3,302	5,997	1,151	10,450	10,450	5,819	2,789	2,110	10,691	10,691
Reeds—garden, grass, flower.....	36,122.75	35,013.85	53,796.15	124,932.75	124,932.75	2,537	2,810	1,969	7,306	7,306	140	1,066	6,146	7,352	7,352
Rhais.....	54,369.20	360,893.90	247,088.25	662,351.35	662,351.35	52,046	230,780	419,028	730,734	730,734	712,315	419,006	252,528	1,464,459	1,464,459
Silk.....	2,329,073.25	877,355.30	637,215.75	4,043,644.30	4,043,644.30	300,004	333,418	352,391	985,813	985,813	292,119	328,317	383,449	1,003,885	1,003,885
Stationery.....	100,891.90	139,901.90	130,704.75	371,498.55	371,498.55	120,025	180,185	202,730	511,719	511,719	170,762	179,347	139,032	490,041	490,041
Toilet articles, perf. soaps.....	145,516.25	277,369.70	348,289.35	771,175.30	771,175.30	321,374	298,802	331,073	951,249	951,249	355,412	383,065	308,161	1,047,638	1,047,638
Wines.....	40,362.05	26,246.15	47,430.60	114,038.80	114,038.80	35,108	29,991	35,314	100,415	100,415	23,976	19,259	30,290	73,465	73,465
Total.....	18,246,064.00	16,354,103.30	13,296,312.95	47,897,480.25	47,897,480.25	9,416,338	11,052,580	15,600,601	36,069,520	36,069,520	12,314,922	21,283,422	16,572,446	55,170,799	55,170,799

Table showing the declared value of articles exported from Paris to the United States during the fourth quarter of 1866 and the first and second quarters of 1867.

COMMERCIAL RELATIONS.

Articles.	FOURTH QUARTER, 1866.				FIRST QUARTER, 1867.				SECOND QUARTER, 1867.			
	October.	November.	December.	Total.	January.	February.	March.	Total.	April.	May.	June.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Books and engravings.....	70,591	136,870	83,940	291,401	37,621	38,463	55,255	139,339	45,955	58,389	29,317	133,661
Boots and shoes.....	110,476	68,299	48,904	227,679	96,339	62,904	78,734	237,977	80,407	72,953	48,958	202,318
Bronzes and works of art.....	328,044	151,504	34,033	513,581	37,499	29,705	108,706	175,910	40,491	77,622	108,777	226,890
Buttons and trimmings.....	548,733	564,665	817,786	1,931,184	1,093,404	1,119,653	793,222	3,006,279	555,881	443,086	616,418	1,615,385
Chemicals.....	182,738	123,047	89,531	395,316	37,910	30,837	105,235	173,982	143,388	18,341	29,603	1,191,332
Clocks and watches.....	138,354	89,161	55,720	286,235	36,659	41,207	52,368	131,234	45,039	131,868	59,026	235,933
Cloths, woolen.....	163,124	217,690	279,392	660,206	335,606	260,978	90,001	686,585	44,901	56,908	102,857	210,666
Clothes, ready-made.....	48,813	109,790	35,052	193,655	43,082	210,722	111,192	364,996	37,398	28,061	131,294	196,753
Cotton goods.....	263,210	910,668	1,531,006	2,704,884	1,420,054	1,084,437	777,631	3,282,122	176,448	126,407	22,631	325,486
Drugs.....	47,804	915	35,534	84,253	72,339	15,819	33,646	121,804	9,704	38,825	9,042	57,571
Dyestuffs.....	134	31,322	59,668	91,124	6,680	3,197	29,091	38,868	72,660	30,196	31,027	133,883
Fancy goods.....	924,201	724,474	819,478	2,468,153	770,365	572,224	625,572	1,968,161	417,377	395,717	511,841	1,324,935
Flowers and feathers, artificial.....	116,101	33,008	403,572	552,681	749,611	344,671	55,621	1,149,903	48,580	16,721	94,517	159,818
Furnishing goods.....	1,026,355	651,991	1,155,957	2,834,303	1,119,262	751,019	689,408	2,559,689	398,279	433,050	583,273	1,414,602
Furniture.....	21,952	29,265	12,007	63,224	9,037	17,847	11,948	38,832	4,250	18,668	11,972	34,890
Glass and porcelain.....	273,977	324,770	252,409	851,156	208,073	200,931	200,384	618,388	147,782	260,238	209,001	617,021
Gloves, kid.....	493,650	621,045	712,532	1,827,227	753,322	855,904	917,410	2,526,636	612,687	595,382	561,056	1,769,125
Hair.....	33,765	68,238	88,208	190,211	31,424	30,959	30,738	93,121	22,717	47,235	22,424	92,376
Hats, hatters' goods.....	500,375	293,601	278,411	1,072,387	370,646	316,251	292,492	979,389	429,430	816,927	941,134	2,187,551
Jewelry, precious stones.....	1,129,878	502,352	138,229	1,770,459	82,145	107,196	874,918	1,064,259	551,098	711,296	738,026	2,000,420
Laces.....	152,777	107,737	249,766	510,280	490,860	269,287	78,939	839,086	133,304	102,864	122,370	353,538
Leather.....	1,917,314	1,521,081	1,285,397	4,723,792	1,082,749	973,593	1,174,744	3,231,086	1,065,181	1,362,533	1,577,674	4,005,388
Linen goods.....	17,560	110,313	160,512	288,385	480,074	204,736	39,225	723,035	6,902	17,041	249,501	973,444
Liquors.....	5,870	4,227	1,308	11,405	5,730	.....	4,963	10,693	460	139	1,497	2,096
Merinos, bombazine crape.....	4,177,339	2,115,985	3,343,129	9,636,453	4,722,380	3,025,536	1,267,918	9,015,834	719,614	2,239,213	4,809,880	7,768,707
Miscellaneous.....	498,276	430,200	280,773	1,199,249	214,919	253,854	249,384	718,157	305,717	286,960	224,630	817,307
Miscellaneous dry goods.....	1,052,522	487,632	645,310	2,185,464	1,355,148	1,061,155	681,007	3,097,310	276,118	338,423	500,506	1,175,047
Optical, surgical instruments.....	140,401	127,146	78,822	346,369	96,722	78,877	65,685	241,279	56,400	63,925	95,674	215,996
Pianos, musical instruments.....	121,588	61,128	84,989	267,705	33,649	33,272	26,574	93,495	55,444	46,765	22,022	124,231
Plated ware, gold and silver.....	500	11,604	3,204	15,308	6,747	10,812	1,396	18,955	2,041	1,168	2,254	5,463
Seeds—garden, grass, flower.....	27,274	50,459	95,733	173,466	25,919	55,746	38,617	120,282	17,226	1,113	4,638	22,977



Table showing the declared value of articles exported from Paris to the United States during the third and fourth quarters of 1867, and the first quarter of 1868.

Articles.	THIRD QUARTER, 1867.				FOURTH QUARTER, 1867.				FIRST QUARTER, 1868.			
	July.	August.	September.	Total.	October.	November.	December.	Total.	January.	February.	March.	Total.
Books and engravings.....	France. 46,554	France. 88,673	France. 80,301	France. 215,528	France. 65,580	France. 47,828	France. 47,748	France. 161,156	France. 46,103	France. 52,708	France. 62,879	France. 161,750
Boots and shoes.....	26,850	43,938	54,140	124,928	40,106	51,137	29,344	120,587	37,548	16,466	51,188	105,202
Bronzes and works of art.....	315,364	90,313	226,583	632,260	305,395	223,075	275,633	804,103	146,977	38,082	45,382	230,441
Buttons and trimmings.....	905,299	1,599,502	1,023,448	3,528,249	791,098	523,821	511,631	1,826,550	673,385	637,186	515,563	1,826,134
Chemicals.....	20,036	57,105	121,976	199,117	109,823	45,547	60,253	215,623	72,860	168,070	171,304	412,234
Clocks and watches.....	64,894	81,765	119,375	266,034	141,212	96,455	35,729	273,396	15,682	34,247	20,043	69,972
Cloths, woolen.....	569,911	405,616	56,868	1,032,395	49,192	36,337	67,020	152,549	304,979	133,019	82,361	520,359
Clothes, ready-made.....	186,648	225,312	187,378	599,338	126,696	107,650	50,843	285,189	166,680	148,198	64,935	379,813
Cotton goods.....	129,609	117,590	49,794	296,993	45,331	274,017	311,098	630,446	1,008,369	348,617	303,371	1,660,357
Drugs.....	43,720	28,572	21,927	94,219	31,184	21,792	87,020	139,996	32,619	14,272	17,403	64,294
Dyestuffs.....	31,029	42,273	77,988	151,290	50,946	41,978	25,445	118,369	501	19,070	48,802	68,373
Fancy goods.....	505,629	692,935	858,950	2,057,514	856,903	592,738	400,913	1,850,574	609,688	466,390	396,579	1,472,657
Flowers and feathers, artific'l.	619,714	830,991	214,443	1,665,148	69,873	91,114	198,207	359,194	729,420	334,211	103,507	1,167,138
Furnishing goods.....	831,498	845,133	693,078	2,369,709	523,259	263,396	400,947	1,187,602	667,006	432,261	335,563	1,434,830
Furniture.....	46,570	51,657	24,571	122,798	52,652	21,367	32,545	106,564	14,251	3,604	1,928	19,783
Glass and porcelain.....	258,304	308,442	271,364	838,110	180,420	195,120	104,088	479,628	155,636	109,132	117,585	382,353
Gloves, kid.....	763,031	1,016,034	607,007	2,386,072	603,804	483,090	615,155	1,702,049	741,660	785,695	544,514	2,071,869
Hair.....	62,709	43,700	59,727	166,136	43,046	53,757	122,871	219,674	57,191	43,730	83,157	184,078
Hats, hatters' goods.....	1,097,031	657,155	542,918	2,297,104	527,870	499,203	596,248	1,623,321	451,308	416,780	406,249	1,274,337
Jewelry, precious stones.....	682,974	920,375	810,680	2,414,029	391,492	229,913	32,829	654,234	119,013	208,581	625,132	952,726
Laces.....	440,604	695,153	134,385	1,270,122	120,688	184,909	311,775	617,372	767,773	745,476	421,028	1,934,277
Leather.....	1,654,324	1,875,917	1,704,854	5,235,095	1,752,994	1,308,093	941,320	4,002,407	1,112,024	792,177	874,935	2,779,136
Linens goods.....	69,450	181,282	29,787	280,519	58,908	3,527	31,945	94,440	80,940	107,419	50,494	238,853
Liquors.....	4,701	181,937	2,224	7,862	4,355	5,717	3,867	13,939	5,367	195,921	930	202,208
Merinos, bombazine crape.....	6,312,400	6,941,245	3,514,259	16,767,904	725,034	422,285	1,757,144	2,904,463	3,416,448	1,480,900	1,393,701	6,291,049
Miscellaneous.....	426,092	506,920	413,261	1,346,273	379,737	311,085	247,595	938,417	182,631	322,141	250,579	770,351
Miscellaneous dry goods.....	1,055,982	1,243,001	805,707	3,104,690	500,481	312,298	281,969	1,094,748	583,408	931,535	675,974	2,190,917
Optical, surgical instruments.....	98,394	105,882	105,491	309,767	128,034	103,366	65,914	297,314	92,184	60,098	75,144	227,426
Pianos, musical instruments.....	20,343	104,446	62,150	186,939	71,212	70,619	34,253	176,084	14,903	11,443	17,537	43,883
Plated ware, gold and silver.....	4,159	.....	18,599	22,758	6,768	3,129	7,647	17,544	4,202	3,887	980	9,069
Seeds—garden, grass, flower.....	404	3,308	1,623	5,335	24,767	38,869	33,207	96,843	43,805	42,380	59,826	146,011
Shawls.....	911,656	650,331	353,915	1,915,902	238,034	170,024	170,012	578,070	934,816	756,103	347,493	2,038,412
Silk.....	180,347	268,581	266,567	715,495	236,525	122,449	153,521	512,495	326,360	305,604	102,211	734,175
Stationery.....	118,412	109,621	118,034	346,067	76,903	88,317	99,197	264,417	26,527	32,759	76,597	135,883
Toilet articles, perf. soaps.....	241,609	323,074	248,800	813,483	308,452	237,868	213,510	759,830	239,459	171,786	206,921	618,166
Wines.....	22,589	23,155	18,423	64,167	12,967	26,153	20,813	59,953	28,103	11,601	11,636	51,340
Total.....	18,768,840	21,179,464	13,900,595	53,848,899	9,651,821	7,308,063	8,379,256	25,339,140	13,915,826	10,381,609	8,572,421	32,869,856

Table showing the declared value of articles exported from Paris to the United States during the second, third, and fourth quarters of 1868.

Articles.	SECOND QUARTER, 1868.				THIRD QUARTER, 1868.				FOURTH QUARTER, 1868.			
	April.	May.	June.	Total.	July.	August.	September.	Total.	October.	November.	December.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Books and engravings.....	33, 124	74, 501	27, 105	134, 730	53, 744	55, 943	42, 024	151, 711	49, 914	64, 575	38, 130	152, 619
Boots and shoes.....	44, 095	39, 053	24, 792	107, 940	21, 152	27, 854	22, 601	77, 607	44, 084	50, 974	40, 586	135, 644
Bronzes and works of art.....	40, 027	26, 076	55, 457	121, 560	78, 190	132, 880	265, 167	476, 237	214, 389	161, 521	71, 170	447, 080
Buttons and trimmings.....	343, 112	381, 256	405, 332	1, 129, 700	824, 822	1, 276, 655	685, 825	2, 787, 302	430, 275	280, 115	400, 021	1, 110, 411
Chemicals.....	183, 639	197, 944	174, 749	556, 332	211, 913	176, 447	285, 521	673, 881	249, 401	192, 202	254, 233	695, 836
Clocks and watches.....	24, 981	19, 074	28, 421	72, 476	77, 326	147, 307	144, 431	369, 114	207, 943	83, 481	40, 156	331, 580
Cloths, woollen.....	35, 661	124, 975	87, 666	248, 302	734, 303	461, 344	93, 594	1, 289, 241	52, 728	155, 006	188, 056	395, 792
Clothes, ready-made.....	93, 961	42, 997	55, 948	192, 906	214, 854	281, 154	171, 759	677, 767	108, 054	98, 206	131, 642	337, 902
Cotton goods.....	193, 103	43, 943	2, 138	239, 184	103, 518	107, 788	97, 039	308, 345	80, 859	133, 420	730, 895	945, 174
Drugs.....	42, 540	17, 504	73, 542	133, 586	26, 063	12, 706	22, 105	60, 874	24, 982	20, 347	19, 042	64, 271
Dyestuffs.....	24, 968	17, 869	108, 848	151, 685	62, 934	30, 893	29, 785	123, 622	45, 211	16, 120	25, 569	86, 900
Fancy goods.....	343, 626	444, 846	392, 100	1, 180, 572	613, 752	571, 778	499, 157	1, 684, 687	446, 748	501, 121	438, 932	1, 386, 801
Flowers and feathers, artific'l.	44, 945	44, 655	60, 496	150, 096	898, 995	690, 665	226, 938	1, 826, 598	110, 342	51, 127	389, 082	550, 551
Furnishing goods.....	224, 667	224, 842	270, 488	719, 697	525, 596	661, 364	615, 106	1, 802, 066	529, 002	377, 048	663, 986	1, 570, 036
Furniture.....	30, 204	17, 817	10, 332	58, 353	17, 167	31, 593	17, 346	66, 106	48, 328	21, 165	54, 006	123, 499
Glass and porcelain.....	235, 368	190, 185	243, 147	668, 700	222, 249	200, 199	293, 382	715, 830	260, 761	277, 283	188, 737	726, 781
Gloves, kid.....	558, 126	449, 136	414, 013	1, 421, 275	635, 689	649, 869	816, 371	2, 101, 929	765, 207	457, 867	640, 143	1, 863, 217
Hair.....	58, 253	127, 099	78, 864	264, 216	100, 045	119, 791	103, 864	333, 700	164, 546	139, 167	183, 484	487, 197
Hats, hatters' goods.....	690, 848	982, 066	979, 739	2, 652, 653	938, 297	642, 471	542, 821	2, 113, 589	579, 565	797, 792	700, 685	2, 078, 042
Jewelry, precious stones.....	160, 307	311, 891	620, 233	1, 092, 431	1, 067, 432	512, 880	517, 434	2, 097, 746	1, 133, 325	566, 001	639, 732	2, 339, 118
Laces.....	366, 620	316, 719	278, 682	962, 021	867, 225	381, 138	283, 260	1, 531, 623	131, 657	157, 494	301, 865	591, 016
Leather.....	1, 000, 472	1, 212, 590	1, 419, 125	3, 632, 187	1, 640, 196	1, 380, 380	1, 281, 491	4, 302, 067	1, 036, 909	1, 027, 941	1, 573, 739	3, 638, 589
Linen goods.....	29, 138	4, 700	6, 909	40, 747	157, 580	105, 291	78, 648	341, 519	36, 306	19, 374	28, 222	83, 902
Liquors.....	2, 826	1, 029	2, 781	6, 636	7, 522	2, 346	845	10, 713	1, 052	2, 686	321	4, 059
Merinos, bombazine crape.....	528, 067	1, 553, 536	2, 394, 052	4, 475, 655	5, 994, 930	3, 287, 602	1, 478, 949	10, 761, 481	939, 876	703, 916	1, 699, 581	3, 343, 373
Miscellaneous.....	308, 192	218, 518	334, 012	860, 722	524, 406	492, 849	365, 190	1, 382, 445	379, 595	283, 261	342, 555	1, 005, 411
Miscellaneous dry goods.....	349, 113	337, 636	406, 016	1, 092, 765	764, 302	866, 111	659, 677	2, 290, 090	428, 445	238, 929	506, 854	1, 174, 228
Optical, surgical instruments.....	59, 958	103, 257	148, 360	311, 575	104, 081	151, 736	133, 629	389, 446	148, 305	135, 666	108, 450	392, 421
Pianos, musical instruments.....	40, 241	26, 172	15, 447	81, 860	20, 410	58, 239	57, 111	135, 760	54, 796	76, 431	55, 413	186, 640
Plated ware, gold and silver.....	1, 267	4, 020	1, 892	7, 179	6, 831	12, 329	8, 625	27, 785	160	4, 701	9, 200	14, 061
Seeds—garden, grass, flower.....	4, 007	1, 570	16, 378	21, 955	1, 100	810	11, 123	13, 033	21, 307	42, 028	63, 345	126, 680
Shawls.....	182, 568	55, 237	65, 959	303, 764	1, 033, 135	682, 609	274, 442	1, 990, 186	123, 681	179, 579	232, 547	535, 807

Table comparing the quarterly exports of each class of merchandise shipped from Paris to the United States during the years 1866, 1867, and 1868.

Articles.	1866.				1867.				1868.			
	1st quarter.	2d quarter.	3d quarter.	4th quarter.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	1st quarter.	2d quarter.	3d quarter.	4th quarter.
<b>Books and engravings</b> .....	France. 234, 075	France. 184, 950	France. 160, 266	France. 291, 401	France. 131, 339	France. 133, 661	France. 215, 528	France. 161, 156	France. 161, 750	France. 134, 730	France. 151, 711	France. 152, 619
<b>Boots and shoes</b> .....	222, 752	170, 886	186, 748	227, 679	237, 977	202, 318	124, 928	120, 587	105, 202	107, 940	77, 607	135, 644
<b>Bronzes and works of art</b> .....	365, 069	239, 354	294, 031	513, 581	175, 910	226, 890	632, 260	804, 103	230, 441	121, 560	476, 237	447, 080
<b>Buttons and trimmings</b> .....	2, 789, 173	1, 346, 829	2, 634, 087	1, 931, 184	3, 006, 279	1, 615, 385	3, 528, 249	1, 826, 550	1, 826, 134	1, 129, 700	2, 787, 302	1, 110, 411
<b>Chemicals</b> .....	227, 975	299, 186	322, 004	395, 316	173, 982	191, 332	199, 117	215, 623	412, 234	556, 332	673, 881	695, 836
<b>Clocks and watches</b> .....	141, 874	208, 715	276, 657	286, 235	131, 234	235, 933	266, 034	273, 396	69, 972	72, 476	369, 114	331, 580
<b>Cloths, woolen</b> .....	1, 616, 242	539, 858	672, 106	690, 206	646, 585	210, 666	1, 032, 395	152, 549	520, 359	248, 302	1, 289, 241	395, 792
<b>Clothes, ready-made</b> .....	360, 716	175, 352	566, 759	193, 655	364, 996	196, 753	599, 338	285, 180	379, 813	192, 906	677, 767	337, 902
<b>Cotton goods</b> .....	4, 732, 248	605, 742	298, 529	2, 704, 884	3, 282, 122	325, 486	296, 993	630, 446	1, 660, 357	239, 184	308, 345	945, 174
<b>Drugs</b> .....	112, 979	112, 682	126, 202	84, 253	121, 804	57, 571	94, 219	139, 996	64, 294	133, 586	60, 874	64, 271
<b>Dyestuffs</b> .....	29, 811	46, 575	143, 247	91, 124	38, 868	133, 883	151, 290	118, 369	68, 373	151, 685	123, 622	86, 900
<b>Fancy goods</b> .....	1, 509, 300	2, 208, 205	2, 419, 379	2, 468, 153	1, 968, 161	1, 324, 935	2, 057, 514	1, 850, 574	1, 472, 657	1, 180, 572	1, 684, 687	1, 386, 801
<b>Flowers and feathers, artificial</b> .....	1, 400, 125	170, 046	1, 425, 183	553, 681	149, 903	159, 818	1, 665, 148	359, 194	1, 167, 138	150, 096	1, 826, 598	550, 551
<b>Furnishing goods</b> .....	3, 075, 794	1, 101, 553	4, 595, 161	2, 834, 303	2, 539, 689	1, 414, 612	2, 369, 709	1, 187, 602	1, 434, 830	719, 697	1, 802, 066	1, 570, 036
<b>Furniture</b> .....	24, 473	34, 422	101, 144	63, 224	39, 832	34, 890	122, 708	106, 564	19, 783	58, 353	66, 106	123, 499
<b>Glass, porcelain</b> .....	1, 073, 464	962, 268	1, 065, 219	851, 156	618, 388	617, 021	834, 110	479, 628	382, 353	668, 700	715, 830	726, 781
<b>Gloves, kid</b> .....	1, 919, 290	1, 446, 061	1, 852, 222	1, 827, 227	2, 526, 636	1, 769, 125	2, 346, 072	1, 702, 049	2, 071, 869	1, 421, 275	2, 101, 929	1, 863, 217
<b>Hair</b> .....	236, 024	130, 377	79, 046	190, 211	93, 121	92, 376	166, 136	219, 674	184, 078	264, 216	333, 700	487, 197
<b>Hats, hatters' goods</b> .....	797, 526	1, 544, 817	1, 718, 510	1, 072, 387	979, 389	2, 187, 551	2, 297, 104	1, 623, 321	1, 274, 337	2, 652, 653	2, 113, 589	2, 078, 042
<b>Jewelry and precious stones</b> .....	2, 125, 539	1, 911, 911	1, 513, 114	1, 770, 459	1, 004, 259	2, 000, 420	2, 414, 029	654, 234	952, 726	1, 092, 431	2, 097, 746	2, 339, 118
<b>Laces</b> .....	659, 310	502, 856	746, 174	510, 280	839, 086	358, 538	1, 270, 122	617, 372	1, 934, 277	962, 021	1, 531, 623	591, 016
<b>Leather</b> .....	3, 649, 231	4, 607, 437	3, 270, 988	4, 723, 792	3, 231, 086	4, 005, 388	5, 235, 095	4, 002, 407	2, 779, 136	3, 632, 187	4, 305, 067	3, 638, 589
<b>Linen goods</b> .....	2, 156, 522	443, 046	254, 947	288, 385	723, 035	273, 444	280, 519	94, 440	238, 853	40, 747	341, 519	83, 902
<b>Liquors</b> .....	14, 630	2, 003	74, 760	11, 405	10, 693	2, 096	7, 862	13, 939	202, 208	6, 696	10, 713	4, 059
<b>Merinos, bombazine crape</b> .....	4, 737, 134	7, 583, 787	17, 265, 176	9, 636, 433	9, 015, 834	7, 768, 707	16, 767, 904	2, 904, 463	6, 291, 049	4, 475, 655	10, 761, 481	3, 343, 373
<b>Miscellaneous</b> .....	3, 161, 411	1, 814, 699	1, 609, 029	1, 199, 249	718, 157	817, 307	1, 346, 273	938, 417	770, 351	860, 722	1, 382, 445	1, 005, 411
<b>Miscellaneous dry goods</b> .....	3, 918, 074	3, 867, 358	6, 577, 380	2, 185, 464	3, 097, 310	1, 175, 047	3, 104, 690	1, 094, 748	2, 190, 917	1, 092, 765	2, 290, 090	1, 174, 228
<b>Optical and surgical instru- ments</b> .....	223, 223	261, 939	380, 106	346, 369	241, 279	215, 996	309, 767	297, 314	227, 426	311, 575	389, 446	392, 421
<b>Pianos and musical instru- ments</b> .....	214, 306	236, 785	217, 285	267, 705	93, 495	124, 231	186, 939	176, 084	43, 883	81, 860	135, 760	186, 640
<b>Plated ware, gold and silver</b> .....	48, 348	8, 740	10, 691	15, 308	18, 955	5, 463	22, 758	17, 544	9, 069	7, 179	27, 785	14, 061
<b>Seeds—garden, grass, and flower</b> .....	126, 932	7, 320	7, 952	173, 466	120, 282	22, 977	5, 335	96, 843	146, 011	21, 955	13, 033	126, 680
<b>Shawls</b> .....	662, 351	730, 734	1, 464, 459	974, 961	229, 184	647, 632	1, 915, 902	578, 070	2, 038, 412	303, 764	1, 990, 186	535, 807
<b>Silk</b> .....	4, 073, 644	985, 813	1, 230, 875	518, 861	422, 925	174, 594	715, 495	512, 495	734, 175	216, 663	1, 744, 642	479, 585
<b>Stationery</b> .....	371, 498	511, 749	490, 041	429, 229	179, 012	290, 469	346, 067	264, 417	135, 883	205, 456	242, 417	237, 194
<b>Toilet articles, perfumery soaps</b> .....	771, 175	951, 139	1, 047, 228	1, 010, 560	646, 754	703, 679	813, 483	759, 830	618, 166	560, 930	916, 058	830, 576
<b>Wines</b> .....	114, 744	100, 415	73, 485	83, 592	96, 947	56, 535	64, 167	59, 953	51, 340	84, 258	87, 698	70, 634
<b>Grand total</b> .....	47, 897, 040	36, 165, 609	55, 170, 790	41, 384, 398	41, 033, 508	29, 772, 719	53, 848, 899	25, 339, 140	32, 869, 856	24, 160, 827	45, 884, 915	28, 541, 627

Table showing the value of merchandise declared for export to the United States at the agents belonging to the Paris consulate.

	Calais, (lace goods.)			*Reims, (champagne wines and woolen goods)	
	1866.	1867.	1868.	1866.	1867.
First quarter .....	<i>Franca.</i> 10, 229	<i>Franca.</i> 15, 596	<i>Franca.</i> 56, 469	<i>Franca.</i> 1, 300, 377	<i>Franca.</i> 1, 092, 100
Second quarter .....	7, 095	3, 371	63, 223	1, 064, 933	1, 032, 100
Third quarter .....	21, 049	6, 108	50, 630	1, 173, 700	.....
Fourth quarter .....	10, 408	18, 070	12, 438	1, 684, 557	.....

\* Reims has been a separate consular district since July 1, 1867.

HAVRE.—DWIGHT MORRIS, Consul.

MARCH 31, 1868

The following is a statement showing the description and quantity the imports into this port, from the United States, during the quarter ended this day: 109,713 bales cotton, 55,323 sacks and 13,390 bush wheat, 126 hogsheads tobacco, 1,296 barrels potash, 383 bales wool, 434 sacks and 154 hogsheads quercitron bark, 27 bales sarsaparilla, 189 pieces (oak) ship timber, 829 packages and 172 single hides cases cigars, 21,478 barrels and 105,914 gallons petroleum oil, 3,311 barrels flour, 5,513 tierces lard, 160 tierces rice, 372 barrels whale oil, 2 sacks cocoa, 660 cases salt provisions, 203 cases wax, 1,489 sacks coffee, 731 packages whalebone, 242 cases gutta percha, 32 kegs and 46 barrels sausage skins, 188 cases specie, 25 casks hams, 185 casks paraffin oil, 366 casks and 15 hogsheads tallow, 155 barrels copper, 143 logs maple, 150 cases salted pork, 1,229 logs cedar, 187 barrels fish roes, 194 barrels goldsmiths' dust, 43 barrels pearlash, 24 barrels grease, 522 packages lard, 1,582 (unwrought) oars, 43 logs black walnut, 4,867 logs oak, 6 cases pineapples, 10 casks wine, 76,793 staves.

The new year opens most auspiciously, in a commercial point of view at this important seaport.

The immense quantities of all kinds of merchandise imported, and the sales effected, testify to the healthy state of trade generally.

The law of the assimilation of the flags of all nations, or the abolition of differential duties, to take effect on the 12th of June next, it is believed will cause Havre to become the great emporium of the continent.

In anticipation of that, the Hamburg and New York Steamship Company have already established a direct weekly line to New York from this port; and the Bremen Company, from the 1st of April next, will have two departures per month.

It is generally thought here that the American cotton crop of the present year will not exceed that of last year, and the increase of the consumption in the United States will preclude the possibility of that article being exported in larger quantities than last year, and that under these circumstances the East Indies and other countries will have to supply the wants of the European manufacturers. The following comparative table exhibits the constantly increasing importance of the Havre cotton market:

Imports.		Sales.		Arrivals.		Débouchés.		Stocks.	
Where from.		1868.	1867.	1868.	1867.	1868.	1867.	1868.	1867.
United States.....	bales..	410, 133	270, 561	276, 346	187, 096	234, 846	224, 521	48, 000	6, 500
Brazil.....	do...	95, 178	45, 543	57, 914	47, 913	63, 214	50, 868	3, 300	8, 610
Pera.....	do...	16, 796	6, 316	10, 186	11, 789	12, 282	9, 021	104	2, 800
Martinique and Guada- loupe.....	do...	943	1, 177	1, 092	1, 332	1, 007	1, 514	85	.....
Havti.....	do...	3, 779	2, 679	2, 288	3, 281	2, 281	2, 730	147	740
Jamaica and the East.....	do...	2, 564	1, 108	2, 511	976	2, 512	976	.....	.....
East Indies.....	do...	264, 050	107, 932	191, 212	148, 447	181, 412	171, 787	22, 500	12, 700
Other countries.....	do...	21, 490	15, 257	19, 315	17, 013	20, 201	16, 369	464	1, 350
Total bales .....		814, 933	450, 573	560, 864	417, 847	518, 954	477, 786	74, 600	32, 690

The total imports from all countries show an increase over last year (1867) of 100,000 bales; but the most important feature in the trade is the direct imports made:

Year.	United States.	Brazil.	Egypt.	East.	Levant.	West Indies.	India and China.	Total.
1864	10, 125	26, 982	.....	93	.....	8, 402	62, 008	111, 610
1865	25, 898	20, 624	.....	.....	210	16, 945	59, 866	133, 603
1866	217, 771	57, 511	75	.....	19	15, 122	46, 303	336, 018
1867	182, 634	47, 383	.....	.....	.....	30, 845	69, 621	330, 594
1868	271, 238	57, 164	.....	.....	.....	27, 883	135, 914	492, 199

Thus 492,199 bales of cotton were imported direct in the year 1868, and 330,594 bales in 1867.

It may not be amiss to state here that the French, wanting in steamers, are frequently compelled to draw their supplies from England. This was the case at the opening of the American cotton season, as well as for the shipments from India by way of Suez; but it is a well-known fact that large quantities of cotton thus landed in England were imported by Havre merchants.

The prices of cotton are actually very high, demanding a corresponding prudence in operating; yet the prospect of imports is not good, and the demand for the consumption being directly otherwise, the cotton market at Havre, considering the stock on hand, is in excellent condition.

#### WOOL.

This staple in the year 1867 suddenly assumed an importance which in 1868 it has fully maintained. The falling off of the imports into Antwerp and other northern cities, and the diverting of trade to Havre, can only be accounted for by the greater facilities here for the disposal of the article, and the superior geographical position of the port.



*Imports of wool into Havre.*

Where from.	1868.	1867.	1866.	1865.	1864.	1863.	1862.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
La Plata.....	59 234	60, 906	39, 963	32, 800	17, 533	23, 091	18, 018
Australia, Africa, and South America.....	1, 805	4, 452	3, 398	1, 559	2, 361	1, 762	3
Other countries .....	4, 966	713	2, 795	2, 134	3, 494	1, 815	5, 426
Sheepskins .....	4, 685	4, 710	2, 904	1, 947	1, 199	2, 678	2, 287
Total.....	70, 680	70, 785	49, 060	38, 440	24, 587	29, 346	25, 734
Wool in bond.....	9, 407	7, 453	8, 728	10, 172	18, 267	20, 877	17, 017

## COFFEE.

As will be seen by the comparative table of imports of coffee below, the imports in 1868 exceeded by over 100,000 bags the imports of any preceding year.

The *débouchés*, or sales effected, &c., however, have not attained the same importance; but it is hoped that the assimilation of flags of all nations, in June, will not only give an impetus, but develop new resources of the trade.

Large public sales of coffee are of frequent occurrence, and are invariably well attended. The stocks on hand on the 31st of December last were as follows: 66,000 bags Hayti; 79,841 bags Brazils; 9,259 bags Porto Cabello; 2,773 bags Maracaibo; 737 bags Ceylon; 1,423 bags Manilla; and 31,800 bags Malabar.

*Imports of coffee into Havre.*

Where from.	1868.	1867.	1866.	1865.	1864.	1863.	1862.
French Indies .....casks..	2, 038	1, 864	2, 899	2, 915	2, 851	2, 775	1, 236
Hayti.....bags..	220, 065	142, 649	158, 222	162, 918	109, 556	163, 275	127, 841
Brazil.....do...	261, 764	269, 085	225, 076	265, 985	151, 026	165, 260	270, 313
Spanish Main.....do...	41, 211	34, 715	11, 042	28, 431	46, 205	13, 754	9, 946
Ceylon.....do...	1, 059	.....	.....	6, 698	.....	4, 590	21, 681
Java, Padang, and Macassar.....do...	7, 013	.....	.....	.....	1, 597	.....	1, 392
Other East India Islands..do...	53, 062	28, 727	34, 796	22, 501	32, 431	17, 783	9, 683
Other coffee .....	10, 762	7, 079	10, 389	8, 121	7, 981	7, 399	4, 811
In bond.....	64, 290	46, 594	57, 532	43, 867	20, 903	57, 617	63, 617
Total bags.....	661, 264	530, 713	499, 956	542, 435	372, 490	432, 453	510, 580
Débouchés, sales effected, &c....	563, 265	535, 720	513, 009	498, 031	420, 794	441, 298	419, 871
Stock, December 31, 1868.....	204, 947	116, 948	121, 955	135, 008	90, 604	138, 908	147, 733

DYE-WOODS.

The commerce in dye-woods at this port annually increases, as the following table of the imports thereof conclusively proves :

Where from.	1868.	1867.	1866.	1865.
Hayti.....tons..	12, 252	17, 877	14, 732	8, 227
Carmen.....do..	3, 342	1, 687	2, 596	2, 849
French West Indies.....do..	120	242	265	231
Other logwoods.....do..	6, 256	880	423	615
Yellow Mex.....do..	2, 139	811	1, 728	539
Other yellow Mex.....do..	2, 872	705	286	790
St. Marthe and Lima.....do..	3, 285	832	542	369
Sandal.....do..	2, 070	2, 566	1, 687	1, 329
Japan.....do..	78	97	117	88
Total tons.....	32, 414	25, 697	22, 376	15, 037

DYEING MATERIALS.

The same observations on the subject of dye-woods apply to dying materials. The table below embraces all the dyes imported into Havre for several years.

Names of dyes.	1868.	1867.	1866.	1865.
Quercitron bark.....hogsheads..	530	223	308	212
Do.....sacks..	9, 000	4, 461	3, 108	1, 314
Indigo.....bales..	106	73	250	40
Cochin.....sacks..	11, 719	840	2, 613	2, 969
Gambie.....do..	2, 719	499	450	1, 180
Luc dye.....cases..	344	27	91	35
Orseille.....bales..	1, 573	1, 251	6, 501	4, 011
Sumac.....do..	760	1, 493	439	260
Logos.....packages..	1, 033	845	906	884
Caruma.....do..	2, 022	5, 939	3, 559	5, 169
Cochineal.....do..	1, 622	1, 477	1, 604	936
Divi-divi.....quintals..	5, 344	.....	.....	.....

Imports of sugar into Havre.

Where from.	Imports.			Débouchés, sales effected, &c.			Stock Dec. 31, 1868.	
	1868.	1867.	1866.	1868.	1867.	1866.	1868.	1867.
French Indies.....hbds..	40, 395	25, 205	45, 994	38, 775	27, 885	44, 206	1, 740	120
Bouillon.....sacks..	.....	50, 567	35, 233	.....	58, 567	35, 200	.....	.....
Cuba, Porto Rico, Brazil, &c..hbds..	1, 591	3, 982	2, 145	1, 591	3, 982	2, 145	.....	.....
Morona.....cases..	110, 803	52, 647	39, 457	97, 357	56, 644	52, 580	*13, 549	†\$103 00
Brazil &c.....sacks..	27, 904	7, 537	7, 022	27, 904	7, 631	7, 022	.....	.....
India, &c.....do..	17, 883	7, 105	.....	17, 883	7, 105	4, 700	.....	.....

\* Sacks.      † In value.

Sugar forms one of the principal importations into Havre, and the transportation thereof is wholly monopolized by the French flag at present.

The trade between this port and Havana is a most important one, there being, on an average, no less than two departures per month of French and Spanish vessels laden with wines, &c.

HIDES.

The following is a comparative table of hides, skins, &c., imp into Havre :

	1868.	1867.	1866.	1865.
Hides and skins.....number..	911, 888	1, 001, 406	833, 231	903, 520
Do.....packages..	1, 261	1, 432	2, 858	7, 875
Calfskins.....number..	49, 251	37, 007	68, 381	68, 707

There was imported, further, 283 bales hide cuttings, and 332 lambskins. The imports of hides and skins for the year 1868 eml 165,592 dry La Plata hides, 246,404 salted hides, 20,728 Rio Grand and 74,791 salted, and 2,545 horsehides dry, and 27,114 salted.

CABINET WOODS.

The following is a comparative table of imports of cabinet wood

Description.	1868.	1867.	1866.	1865.
Mahogany .....logs.	19, 793	45, 203	39, 908	48, 593
Palisander.....do ..	9, 095	5, 731	6, 063	19, 239
Ebony.....quintals..	8, 391	5, 173	3, 567	6, 848
Cedar.....logs..	1, 995	2, 096	3, 932	2, 764
Espenillo .....do ..	8	28		
Other woods.....do ..	4, 034	2, 721	4, 414	12, 063

Different reasons are assigned for the falling off in 1868 of imp cabinet woods, but no really feasible explanation is given. The f ing comparative table speaks for itself.

The importation of cocoa in 1868 is considered, on the whole, factory, the sales effected being great, and the stock having but increased, there being on the 31st of December last but 19,370 Para, 40 sacks Guayaquil, 10,631 sacks Trinidad and Guéria, 3,651 Spanish Main, and 3,664 sacks Brazil, and others, together, 38,125

Imports of cocoa into Havre.

Where from.	1868.	1867.	1866.
French Indies.....cks. and sacks..	1, 545	5, 274	1, 399
Hayti.....do.....	11, 912	9, 183	6, 112
Trinidad.....do.....	20, 059	7, 284	6, 535
Spanish Main.....do.....	2, 006	1, 510	3, 153
Brazils.....do.....	30, 184	55, 263	24, 335
Other countries.....do.....	1, 298	591	2, 623
In bond.....do.....	5, 082	5, 728	11, 678
Total.....	72, 086	84, 833	55, 835

During the year 1868, only 8,673 casks of lard were imported fr United States, and about 1,800 casks of salt provisions.

*Imports of oils into Havre.*

Description of oils.	1868.	1867.	1866.	1865.
Whale oil.....barrels..	11,768	20,396	5,973	13,348
Cod-liver oil.....do....	3,749	2,826	2,974	1,791
Palm oil.....do....	6,047	5,704	4,922	6,005
Cocconu. oil.....do....	340	235	561	1,244
Petroleum oil.....do....	104,233	74,105	123,837	22,104

In addition to the crude petroleum in 1868 were 11,248 cases refined, 23,770 cases and 1,850 bales naptha, 293 barrels and 20,350 cases benzine, and a small quantity of paraffine and kerosene oils.

## BREADSTUFFS.

Notwithstanding the short crop in France of 1867, the imports of breadstuffs into Havre were comparatively insignificant during the year 1868, the United States having supplied only 784,913 hectoliters of wheat, 27,316 hectoliters of other grain, and some 18,094 barrels of flour.

## INDIGO.

The stock on hand on the 31st December last was 151 cases Bengal, 11 cases Java, 14 cases Madras and Kurpath, and 15 seroons Nicaragua; whereas the stock on the 31st December, 1867, embraced 234 cases Bengal, 29 cases Java, and 7 seroons Guatemala. The following comparative table exhibits the operations in this article at Havre during the years 1865, 1866, 1867, and 1868:

Where from.	1868.	1867.	1866.	1865.
Bengal.....cases..	2,575	3,734	2,885	2,356
Madras and Kurpath.....do....	125	67	49	48
Java.....do....	25	7	210	158
Manilla.....do....	3			19
Caraque.....seroons..	185		159	54
Guatemala.....do....	856	574	652	487
Total cases and seroons.....	3,769	4,382	3,955	3,122
Sales effected, &c.....	3,768	5,298	3,621	3,590
Stock, December 31.....	191	270	986	652

## TALLOW AND GREASE.

The sale of these articles at Havre is well established, and speculation at times is very brisk. The following table shows the imports into Havre of tallow and grease:

Where from.	1868.	1867.	1866.	1865.
Tallow, Russia.....cases..	40,432	1,562	3,073	15,847
Tallow, La Plata.....do....	949	47,214	20,227	843
Tallow, other countries.....do....	1,109	3,562	2,297	2,470
Grease, of all kinds.....do....	8,653	5,413	4,575	3,250

HEMP.

Hemp is generally imported from out of bond and sold in the same manner, to the detriment of the article as a business one. The imports are as follows :

Articles.	1863.	1867.	1866.	1865.	1864.	1863.
Jute .....bales..	6, 658	3, 673	6, 099	11, 242	13, 529	5, 144
Abacca... ..do....	802	896	786	585	1, 505	1, 814
Piti, or Itte.....do....	2, 126	1, 808	702	1, 412	2, 375	1, 814

ASHES.

The importation of ashes is gradually declining in importance, owing to their substitution by chemicals manufactured in this country. As the article is one mainly supplied by the United States, I submit below a table of the imports of the same.

Where from.	1868.	1867.	1866.	1865.
Potash, America.....barrels..	3, 151	2, 626	1, 830	4, 334
Pearlash, America .....do....	164	192	216	444
Potash, Russia.....do....	515	1, 583	644	600
Total.....	3, 830	4, 401	2, 690	5, 378

DRUGS.

During the year 1868, 2,454 seroons of quinquina, 143 bales jalap, 2,223 bales sarsaparilla, 40 seroons ipecacuanha, 30 bales cubebs, 114 casks camphor, and other small quantities of drugs were imported.

METALS.

There were imported into the port of Havre during the past year 110,057 sacks of copper ore, 43,393 sacks and 795 casks of copper, 12,088 blocks of tin, 96,601 tons of lead, 67,114 tons cast iron, 1,015 casks of chrome ore, 635 casks goldsmiths' dust, 825 cases mercury, and over one million of plates of zinc.

The foregoing statistics have been compiled from the most authentic documents within my reach, and although some few minor articles of the imports into Havre may have been omitted, the report embraces the most important of them, and exhibits the growing commercial prosperity of this city.

The minister of marine has just published some statistics in regard to the French fisheries ; and as the subject is one of some interest, I have thought it my duty to submit it to the department.

During the year 1867 the net proceeds of the sales of fish in this country were no less than 66,745,090 francs—an increase over the year preceding of 7,913,170 francs. This increase is principally attributed to the enormous catch of sardines in 1867. The sales of codfish stand in the statistics above alluded to for no less than 14,665,208 francs ; the sardine fisheries for 13,635,816 francs ; herring, 7,737,324 francs ; mackerel, 2,357,932 francs ; anchovy, 286,867 francs ; and all other fisheries for 22,673,744 francs. Shell-fish to the amount of 3,565,458 francs were



of which oysters represent 970,975 francs, and muscles 1,279,631 francs. It will be observed that oysters represent but a comparatively small sum, but that sum applies only to the sea, or public oyster beds along the coast. The numerous private establishments for the cultivation of oysters in France do not publish any account of their sales. Lobsters, crabs, &c., figure for the respectable sum of 1,821,718 francs. In the year 1867 no less than 17,544 vessels of all descriptions, manned by 70,125 seamen, were engaged in the coast-fisheries off the east coast of England and on the banks of Newfoundland and Iceland. The cod fisheries employ 448 vessels, manned by 11,583 men.

The French commercial fleet, on the 31st December, 1867, represented 1,042,751 tons, and on the same day of the following year 1,048,679 tons—an increase of only 5,928 tons. The number of vessels in 1867 was 15,602, of which 7,212 were of less than ten tons; 4,757 from ten to one hundred tons; 2,133 from one hundred to three hundred tons; and 15 vessels only of more than 800 tons. Of the total number of vessels, 15 are steamers, of 86,102 tons—an increase over the year 1866 of eight steamers, of 11,192 tons. The city of Marseilles represents the largest tonnage—172,829 tons and 792 ships; Havre follows, with 390 ships or vessels, of 132,296 tons; then Bordeaux, with 413 vessels, of 129,167 tons; and Nantes, with 647 vessels, of only 114,734 tons.

Bordeaux possesses the largest vessels, there being 283, of from 100 to 800 tons.

The abolition of the differential duties, and the assimilation of all flags, it is generally thought will be highly prejudicial to French shipping; but the benefits to French commerce are expected fully to compensate for any loss that may be sustained in its shipping.

I shall at an early day transmit to the department tabular statements of the shipping entering and clearing at this port, and other statistics connected therewith.

The following are the imports into Havre from ports of the United States during the year 1868: 270,366 bales cotton; 27,928 bushels and 3,001 sacks wheat; 808 casks and 209,478 pounds lard; 6,149 sacks, 10 hogsheads, and 41 barrels bark; 2,352 packages and 1,943 hides; 79 tierces rice; 41 bales sarsaparilla; 83 cases sugars; 570 barrels and 63,100 pounds copper; 1,214 packages laths; 672 cases salt provisions; 5,837 hogsheads and 51 cases tobacco; 140 pieces and 330,800 cubic feet ship timber; 75 casks and 21 cases salt beef; 63 bales moss; 1 case Manilla beans; 8,920 sacks coffee; 890 cases specie; 441 pieces rosewood; 100 sacks cachon; 10,530 barrels flour; 323 cases and 299 bales salt pork; 54 bales hemp; 37 cases calfskins; 2,875 barrels potash; 428 logs and 33 pieces maple; 946 sacks cocoa; 1,038 casks and 15 hogsheads tallow; 101,337 barrels, 11,137 cases, and 216,834 gallons petroleum oil; 23,770 cases and 1,850 barrels naphtha; 293 barrels and 18,350 cases benzine; 1,566 bales wool; 754 casks and 82,164 gallons whale oil; 736 barrels goldsmiths' dust; 503 logs black walnut; 9,288 cases of sugar, from Cuba, by American vessels; 244 cases and 11 bales India-rubber; 3,159 cases essence of petroleum oil; 280 cases, 6 barrels, and 2,244 pounds wax; 1,792 packages whalebone; 502 logs and 23 pieces mahogany; 423 bales pigs' bristles; 20 casks brandy; 1,445 barrels fish roes; 126 barrels sausage-skins; 47 casks hams; 367 sewing-machines; 2 cases tea; 50 barrels turpentine; 150 cases lubricating oil; 155 barrels rosin; 51 barrels buckwheat; 20 logs dye-woods; 202 barrels paraffine oil; 1 barrel buffalo tongues; 58 barrels potash; 397 cases preserved meats; 89 bales and 1 case sheepskins; 54 bales Sisal grass; 10 sacks quinquina; 7 bales deerskins; 6 cases pineapples; 24 pack-

ages staves for casks; 15 casks indigo; 20 cases fire-arms; 14,901 logs oak; 102 barrels wrought cans; 24 barrels grease; 120 cans and staves.

*Comparative statement of prices of cotton at Havre during the —*

Cottons.	Prices, December 31, 1868.	Prices, December 31, 1869.
	<i>France.</i>	<i>France.</i>
New Orleans, per 50 kilograms .....	118 to 142	80 to
Moble.....do.....	118 to 140	80 to
Georgia.....do.....	118 to 137	80 to
Sea Island.....do.....	275 to 925	275 to
Pernambuco.....do.....	122 to 143	75 to
Haiti.....do.....	110 to 124	65 to

*Comparative statement of cottons imported into France and sold past twenty-two years.*

Years.	Imports, &c.	Cottons sold, &c.	Stocks on hand, Dec. 31.	Years.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	
1868 .....	726, 593	704, 643	84, 980	1857 .....
1867 .....	549, 540	605, 440	63, 050	1856 .....
1866 .....	689, 890	610, 670	113, 450	1855 .....
1865 .....	508, 805	531, 207	740, 210	1854 .....
1864 .....	460, 880	432, 102	61, 630	1853 .....
1863 .....	411, 539	437, 980	32, 852	1852 .....
1862 .....	271, 370	350, 722	59, 493	1851 .....
1861 .....	624, 600	596, 680	140, 345	1850 .....
1860 .....	684, 594	618, 912	112, 425	1849 .....
1859 .....	432, 220	527, 050	46, 750	1848 .....
1858 .....	573, 170	524, 455	141, 510	1847 .....

US, Consul.

DECEMBER 3, 1867.

ports from this district to the  
the usual comparative state-  
shipments of 2,151,906 francs  
er, 1864; 3,674,000 francs in  
November, 1866.

DECEMBER 31, 1867.

*of exports from this port to the  
er ended this day.*

	Francs.
.....	904, 074 23
.....	4, 029, 039 70
.....	1, 094, 500 05
.....	1, 681, 798 90
.....	96, 528 20
.....	54, 204 50
.....	221, 151 40
.....	54, 269 15
.....	1, 346 00
.....	335, 865 45
.....	24, 082 85
.....	125, 290 80
.....	6, 896 70
.....	28, 697 70
.....	75, 767 75
.....	8, 733, 513 35
.....	11, 499, 042 95
.....	10, 133, 793 55
.....	22, 366, 359 85

JANUARY 18, 1868.

shipments from this district to  
their total of 3,376,001 95 francs  
7,374,962 francs in 1865; and  
ading month.

\* \* \*

ONWAY, Consul.

MARCH 31, 1868.

*alue of the exports from this port to  
quarter ended this day.*

	Francs.
.....	2, 584, 676 33
.....	99, 671 60
.....	228, 068 45
.....	156, 213 55
.....	143, 572 05
.....	118, 807 25
.....	21, 916 15
.....	145, 796 55

*Comparative statement showing the number of vessels entered at and cleared from the port Havre, engaged on long voyages, for the years 1867 and 1868.*

Where from.	Entered.		Where bound.	Cleared.	
	1867.	1868.		1867.	1868.
New York.....	77	73	New York.....	74	
New Orleans.....	85	66	New Orleans.....	22	
Mobile.....	13	3	Mobile.....	3	
Charleston.....	2	3	Charleston.....	1	
Savannah.....	10	1	Savannah.....	9	
Florida and Texas.....	1		California.....	1	
California.....	1	5	Other ports of the United States and Canada.....	71	
Other ports of the United States and Canada.....	30	29	Martinique.....	44	
Martinique.....	39	31	Guadeloupe.....	45	
Guadeloupe.....	36	30	Reunion.....	6	
Reunion.....		7	Gulana.....	4	
Gulana.....	1	6	Senegambia and West Coast of Africa.....	46	
Senegambia and West Coast of Africa.....	30	27	Newfoundland.....	6	
Whale and other fisheries.....	1		Whale and other fisheries.....		
Haiti and St. Domingo.....	95	113	Haiti, St. Domingo, St. Thomas, &c.....	21	
Cuba, Porto Rico, and St. Thomas.....	78	58	Mexico, Spanish Main, &c.....	34	
Mexico and Spanish Main.....	55	39	Brazil.....	99	
Brazil.....	127	117	La Plata.....	108	
La Plata.....	124	136	South Seas.....	56	
South Seas.....	69	73	India, China, Japan, &c.....	21	
India, China, Japan, and Mauritius.....	56	38	Other countries.....		
Other countries.....		1	Cuba, Porto Rico, &c.....	62	
Total vessels.....	834	856	Total vessels.....	749	6

### BORDEAUX.—W. E. GLEASON, Consul.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	From.
Oil.....	119,886 04
Wines.....	991,607 95
Brandy.....	396,734 98
Sardines.....	1,062,475 44
Preserved and dried fruits.....	281,817 15
Sundries.....	399,123 14
Total for quarter ended December 31, 1867.....	3,250,653 70
Total for quarter ended March 31, 1868.....	2,053,933 01
Total for quarter ended June 30, 1868.....	1,797,770 54
Total for quarter ended September 30, 1868.....	2,687,640 18
Grand total.....	9,790,997 43

*Statement showing the description and value of the exports from Bordeaux for the same quarters ending September 30, 1868.*

Description.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Aggregate.
	France.	France.	France.	France.	France.
Oil.....	119,886 04	167,084 25	200,333 03	217,534 46	704,838 78
Wines.....	991,607 95	991,120 65	878,374 51	911,763 00	3,772,866 11
Brandy.....	396,734 98	334,620 62	176,192 80	181,879 47	1,089,427 87
Preserves and dried fruits.....	281,817 15	123,117 73	95,966 08	137,186 98	638,087 94
Divers articles.....	399,123 14	308,391 38	294,603 08	734,106 79	1,736,514 39
Sundries.....	1,061,475 44	190,668 18	134,301 12	505,369 67	1,891,814 41
Total.....	3,250,653 70	2,054,933 01	1,837,770 54	2,687,640 18	9,790,997 43

LYONS.—P. J. OSTERHAUS, *Consul*.

DECEMBER 3, 1867.

re the honor to inclose list of exports from this district to the States during the last month, and the usual comparative state-  
The aggregate of last month's shipments of 2,151,906 francs against 228,950 francs in November, 1864; 3,674,000 francs in ber, 1865; and 2,889,648 francs in November, 1866.

DECEMBER 31, 1867.

nt showing the description and value of exports from this port to the United States during the quarter ended this day.

	Francs.
.....	904,074 23
e goods.....	4,029,039 70
bbons.....	1,094,500 05
bbons.....	1,681,798 90
repes, and gauze.....	96,528 20
.....	54,204 50
mings.....	221,151 40
mmings, church and military ornaments.....	54,269 15
on, &c., gloves.....	1,346 00
cheveril gloves.....	335,865 45
oods.....	24,082 85
ather.....	125,290 80
.....	6,896 70
nd liquors.....	28,697 70
.....	75,767 75
.....	
tal for quarter ended December 31, 1867.....	8,733,513 35
tal for quarter ended March 31, 1868.....	11,499,042 95
tal for quarter ended June 30, 1868.....	10,133,793 55
.....	
Total for nine months.....	22,366,359 85

JANUARY 18, 1868.

re the honor to inclose a report of shipments from this district to ited States in December last. Their total of 3,376,001 95 francs against 841,904 francs in 1864; 7,374,962 francs in 1865; and 00 francs in 1866, in the corresponding month.  
\* \* \* \* \*

MARSEILLES.—M. F. CONWAY, *Consul*.

MARCH 31, 1868.

ent showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Francs.
.....	2,584,676 33
and gum tolu.....	99,671 60
.....	228,068 45
f tartar, &c.....	156,213 55
bie, &c.....	143,572 05
.....	118,807 25
.....	21,916 15
and nuts.....	145,796 55



	Francs
Wermouth .....	20,942
Saffron .....	5,080
Reglisse and capers .....	35,937
Lead .....	539,418
Sulphur, sponges, and madder .....	13,093
Sponges .....	12,128
Wine .....	121,100
Verdigris .....	18,683
Marble .....	11,278
Sundries .....	60,160
Total for quarter ended March 31, 1868 .....	3,706,495
Total for quarter ended June 30, 1868 .....	5,084,706
Total for quarter ended September 30, 1868 .....	6,265,707
Total for nine months .....	15,056,909

NANTES.—GEORGE M. TOWLE, Consul.

DECEMBER 31, 1867.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Francs
Calfskins .....	42,265
Sardines .....	108,782
Sardines and preserves .....	9,617
Preserves .....	14,943
Yellow ochre .....	6,842
Shoes .....	1,706
Total for quarter ended December 31, 1867 .....	184,162
Total for quarter ended March 31, 1868 .....	81,450
Total for quarter ended June 30, 1868 .....	84,410
Total for quarter ended September 30, 1868 .....	106,610
Grand total .....	456,573

REIMS.—A. G. GILL, Consul.

JANUARY 4, 1868.

I have the honor to submit to the department the following account of the exports of champagne and sundries from this consular district for the quarter ended December 31, 1867, viz :

	Francs
Champagne, 37,398 dozen .....	1,211,646
Corsets .....	13,506
Corks .....	3,000
Total for the quarter .....	1,228,152

For the year ended December 31, 1867, the amount and value of exports will be, viz :

	Francs
Champagne, 144,482 dozen .....	5,405,294
Corsets and corks .....	51,043
Total for the year .....	5,456,337

an exportation, for the year, of champagne, corsets, and corks, amount of 5,456,337 27 francs, or, in gold, \$1,044,988 58. The in shipments of the last quarter, in comparison to those preceded account of the greater demand in America during the winter

The trade is, however, variable, and some attention is manifesting the growing importance of the wine-producing districts United States, of which doubts are entertained if they will ever to the productions of France. In the vintage of last year I d a gentleman from Ohio through the vineyards and presses ality, who took notes and observations for the purpose of adopt- ular system in America.

oduction and exportation of woolen and manufactured goods of mount to one hundred and forty-five millions of francs, against lions introduced from other countries, which is nearly five times unt of Bradford, which is the most famous of the manufacturing f England.

gh duties on foreign goods in the United States prevents a very ortation, and of course protects our industry and stimulates oduction.

the speech of the Emperor, capitalists have intrenched; funds is have fallen in value; and although the policy of the govern- of a peaceful character for the future, still there is a wide-spread on throughout the country. Prices of the necessaries of life con- h, while there is a stagnation in trade. The flow of wheat from ed States and the east of Europe has, in a manner, balanced the and already a reduction in flour has resulted. The tax of forty the sack of 3½ hundred weight is opposed, and will probably be l. Some of the reforms of the day have been a reduction in the railways, and the rates of telegraphic messages, which, of twenty ll be 28½ cents throughout France, and 14½ cents for the depart- The duty on wine has also been reduced, which is beneficially l classes.

NICE.—A. O. ALDIS, Consul.

MARCH 31, 1868.

showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Francs.
being the total for quarter ended March 31, 1868.....	59, 229 37
quarter ended June 30, 1868.....	73, 594 35
quarter ended September 30, 1868.....	33, 348 35
for nine months.....	166, 172 07

STRASBOURG.—EDWARD ROBINSON, Consul.

DECEMBER 31, 1867.

showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Francs.
.....	488, 659 16
.....	7, 747 35
.....	14, 742 34

Clocks, watch glasses, keys, &c.....	75
Canvas and corsets.....	10
Lace and embroideries.....	5
Terrines de foie gras.....	15
Hardware and pianoware.....	16
Silk ribbons, combs, nets, gloves, and blankets.....	23
Bronze, powders, &c.....	4
Pereales, &c.....	139
Hops.....	17
Chemicals.....	2
Oil paintings and drawings.....	5
Jaconets.....	34
Glass and glassware.....	13
Garden seeds.....	6
Sundries.....	25
<hr/>	
Total for quarter ended December 31, 1867.....	901
Total for quarter ended March 31, 1868.....	897
Total for quarter ended June 30, 1868.....	618
Total for quarter ended September 30, 1868.....	931
<hr/>	
Grand total.....	3,348
<hr/>	

*Statement showing the description and value of exports from Stra during the year 1868.*

	Fr
Tanned calf skins.....	1,668
Patent leather.....	62
Morocco.....	47
Cotton and woolen goods.....	643
Woolen cloth.....	30
Woolen gloves and mittens.....	4
Silk ribbons.....	404
Embroideries.....	17
Embroidery cotton.....	19
Corsets.....	10
Straw goods.....	23
Paper and paper hanging.....	42
Works of art.....	18
Seeds and plants.....	6
Watch and spectacle glasses.....	135
Glass.....	229
Glassware.....	3
Hardware.....	92
Watch keys.....	26
Clocks, and parts thereof.....	9
Musical instruments.....	9
Hops.....	12
Goose-liver pies.....	14
Drugs, dyes, and chemicals.....	191
Tobacco pipes.....	4
Wine.....	26
Spirits.....	2
Miscellaneous.....	32
Hares' and rabbits' hair.....	86
<hr/>	
Total for 1868.....	3,876
Total for 1867.....	4,594
<hr/>	
Decrease in 1868.....	718
<hr/>	

OCTOBER 13, 1868

The exports from this consular district to the United States greatly fallen off during the past year. In this decrease I have no doubt that it will not be alone, as I presume that almost all the consular districts in Europe will show a similar reduction.

continued uncertainty in regard to peace or war has occasioned a feeling of distrust and a disposition not to embark in new enter-  
The fact alone that for over a year past the rate of discount of  
k of France has been at 2½ per cent. per annum, and at this low  
coffers fuller than ever before of unemployed specie, will show  
ness of affairs in this country. It seems to be considered as cer-  
t a war between Germany and France must come, the only ques-  
ig, "When will it commence?"

rain crops this year have been excellent. The vintage is the best  
years, except, perhaps, the famous year 1865, while many con-  
it it even surpasses it. At all events it is excellent, both in  
and quantity. It is to be hoped that the realization of these  
the earth will give an impulse to affairs, particularly now, when  
it revolution in Spain calls the attention of France to that quar-  
in rendering it more difficult to give away to its belligerent im-  
as adjourned the war with Germany for a time.

x tables of the values (by quarters) of the goods the invoices  
were certified at this consulate during the year ended Septem-  
ber 1868, together with the values for the preceding year:

*the statement showing the exports from the consular district of Strasbourg during the  
years 1867 and 1868.*

Quarter.	1867.	1868.
	<i>Francs.</i>	<i>Francs.</i>
1 December 31.....	1,730,749 41	939,140 25
1 March 31.....	1,735,502 55	617,836 79
1 June 30.....	827,159 05	628,856 17
1 September 30.....	998,841 50	927,971 54
or year ended September 30.....	5,292,252 51	3,083,804 75

MULHOUSE.—AUGUST STROHL, Consular Agent.

DECEMBER 31, 1867.

*t showing the description and value of the exports from this consu-  
agency to the United States during the quarter ended this day.*

	<i>Francs.</i>
ist.....	1,698 70
.....	1,090 85
nted).....	4,239 85
nge.....	3,691 45
l for quarter ended December 31, 1867.....	10,720 85
l for quarter ended March 31, 1868.....	195,935 00
l for quarter ended June 30, 1868.....	19,708 40
l for quarter ended September 30, 1868.....	11,283 85
Grand total.....	237,648 10

NOVEMBER 5, 1868.

istrict assigned to this consular agency, comprising but the  
ement of Mulhouse, although not very extensive, is of the great-  
rtance. In Mulhouse are situated all the factories for the  
on of stuffs—one of the glories of France, and the products of  
e universally sought after, the United States especially receiv  
d portion of our exports. Now, nearly all our principal manu

facturers, having houses in Paris, forward the greatest part of their products to the capital; and it is there that they are sold, and there the exportation business is transacted on a very large scale. Thus the invoices legalized at this consular agency are far from being numerous.

Now, I am of opinion that the interests of the federal treasury require the adoption of measures to prevent this state of things. For instance, the United States Board of Customs might refuse the admission of tissues of Alsacian make, bearing the stamps of the consul-general of Paris or Havre only, thereby compelling the Paris exporters, and also the Mulhouse manufacturers, having counting-houses in Paris, to have their invoices legalized by the consular agent of Mulhouse, who, being on the spot, knows so much better than the consuls of Paris and Havre whether the declarations of value are sincere or correct.

The increase of the tariffs of the United States customs has greatly contributed to diminish the exportation of our products to that country; and the manufacturers hope that some early remodeling of these tariffs will enable them to give a greater importance to their commercial intercourse with the United States.

The few articles which Mulhouse is still exporting to the United States, besides printed tissues, are some unbleached calicoes; twisted thread of different kinds for sewing, embroidering, and knitting; paper-hangings; a little wine, and sundry chemical productions.

Herewith I beg to give a list of the goods forwarded from this place, and of which I legalized the invoices, since April 1, 1867; that is, since the day the consular agency was opened, up to September 30, 1868—a period of eighteen months.

Before closing this report I must beg to draw your attention to the numerous and interesting philanthropic institutions which our manufacturers have established at Mulhouse for the benefit of the mechanics, and to which Mulhouse partly owes her having, without disturbance of any kind, gone through all the political and industrial crises which, if I may thus express myself, have periodically shaken our commerce. Our manufacturers came to the understanding that in order to preserve themselves from the excesses and evil passions which spring up at certain moments, (principally after political commotions,) they must have a certain instruction given to the working classes, assist them when sick or infirm, secure a shelter for them when no longer able to work, and at the same time give them the greatest possible facilities for becoming house-owners themselves; so that their own interests require the maintaining of public order and stability.

Thanks to the generous private initiative, Mulhouse possesses (besides the elementary parish school, college, and upper school) fifteen infant schools and several work-rooms, in which more than two thousand poor children are instructed in different branches; also learning to sew, &c., under the superintendence of a clever instructress, with the concurrence of young ladies of our richest families. Besides all this, in nearly all of our more important factories there is a special school established, at the cost of the manufacturer, for the children belonging to the place. As for the adults, they are admitted to public and gratuitous evening courses, equal to their intelligence, held by professors of the college and of the upper schools, and where they are taught mathematics, chemistry, physics, history, and literature. They even have gratuitously several public libraries and other reading-rooms at their disposal.

The *Société Industrielle* of Mulhouse, to whose generous initiative we are indebted for all these creations, has, in addition to all this, established at its own cost, and with the private co-operation of several mem-



school for industrial design for practical weaving and spinning, engraving, and common traffic, so as to form a nursery of directors for weaving and spinning establishments, and good tools; so that nothing now prevents the children of poor parents acquiring, little by little, if they be persevering, all the necessary skill and knowledge for becoming some day clever and able mechanics, workmen, and frequently great manufacturers.

Not satisfied with all this, our manufacturers have, with the same view, thought of the material comfort of the mechanic; and that is why *cités ourrières* were erected—an agglomeration of more than a hundred houses, each of which has a little garden of its own, and a whole quarter of the town, with a restaurant, baker, market and public wash-houses. Far from having any profit in view, the *Cités Ourrières* gives the mechanic the greatest facilities for the acquisition of these houses, which have a value of about six hundred francs, (three thousand dollars) each; and by paying a trifling instalment of about forty or sixty dollars, and a monthly rent of from four to five dollars, the mechanic becomes the proprietor of his house at the end of ten or fourteen years; that is, he becomes proprietor immediately, in lieu of these monthly payments, which are no higher than those he has to pay anywhere else for the rent of some garret or some wholesome habitation, he frees himself of the debt owing by the society at the end of thirteen or fourteen years.

Eight hundred and odd houses of which the *cité ourrière* is composed which already possesses about six thousand inhabitants, more than a hundred are already sold to workmen, and the others will before long be their owners. For the moment they are occupied by mere

mutual societies for mutual charity and pension funds have been established under the patronage of the manufacturers, of which the mechanic may become a member by merely having a small portion of his wages deducted weekly. These societies relieve the mechanic when he is old and assure him a pension when old age and infirmities prevent him from working. Lately there has been founded a new society for the relief of workwomen when confined, who have neither the time nor the means of taking sufficient care of themselves, or of attending properly to their children after they have been relieved. This accounts for the high mortality raging among the infants of the working classes. To this new society of relief, also supported by the money of the manufacturers, the workwoman when confined, although she is being constantly looked after and visited by a physician or a midwife, may for seven weeks solely devote herself to her child; and during this time she receives her entire pay, just as if she continued to work in the manufactory. Finally, numerous societies of patronage establish in every quarter of the town by charitable ladies, who visit the poor without any distinction of religion, at their houses, assisting them by kind words and acts, sending doctors and Sisters of Charity to attend to them when they are sick, complete the series of measures adopted by the manufacturers of Mulhouse to alleviate the condition of their workmen, and to contribute in every way to their moral and physical

It is not the remotest idea of the philanthropic institutions established at the great commercial centers of the United States; but, whatever their development, I do not think it useless to draw the attention of our competent men, and also of the federal government, to those measures which so justly contribute to make Mulhouse rank among the remarkable towns of France.

Statement showing the description and value of the exports from Mulho  
to the United States from April 1, 1867, to September 30, 1868.

	Frans
Paper.....	12, 285
Paper-hangings.....	42, 803
Wine and spirits.....	2, 276
Cotton twine.....	20, 792
Calicoes.....	52, 396
Printed tissues.....	128, 551
Linen and damask.....	4, 428
Photographic.....	14, 534
Chemical products.....	28, 325
Sundries.....	2, 901
Total.....	308, 508

LA ROCHELLE.—T. B. SMITH, Consul.

SEPTEMBER 30, 1868.

Since my last annual report trade and commerce have undergone a change worthy of mention. Brandy exportations continue affected by the tariff, much to the dissatisfaction of the merchants, who are beginning to seek other though less profitable markets than the United States have been for a long period of years.

The vintage is of superior quality, but of about half of the ordinary quantity in the same proportion as last year. The two preceding years however, showed the opposite result—an unusual quantity of inferior quality.

It has become a matter of constant observation to me, that goods from this and other seaports are consigned for shipment at Havre and Brest; and the study of the causes that have changed the manner of transportation of the present day would be interesting, as showing the tendency to steam is becoming universal.

Thus the comparative infrequency of American vessels in French ports is to be attributed, not to a decline in commerce, but to the positive advantages resulting from steam.

At a moment when the mercantile marine appears to have reached its perfection this fact is patent; and the returns from our consulate showing a falling off in the arrivals or departures of American vessels may be traced to this cause.

But if the flag of the United States floats less frequently than formerly in the ports of France, this nation regards the United States destined soon to occupy a commercial position analogous to that of Corinth, when the Grecian people were a world and the Grecian cities nations—with a port to receive the merchandise of Asia, another that of Europe, and a navigable passage across the isthmus from one ocean to the other.

NAPOLEON-VENDÉE.—W. McCLURE, Consul.

SEPTEMBER 30, 1868

The description and value of the exports from this port to the United States for six months ended 30th September, 1868, are as follows: 600 casks of olives, preserved in oil, 23,959 francs.

DECEMBER 30, 1868.

There is very little of importance to communicate from this department. Although the sardine fisheries have rarely been better than this year, they have brought no business for the consulate; exportation all, or nearly all, being made from Bordeaux, where the ratifications of invoices are made.

The whole range of the Biscayan coast, however, would not permit any of our vessels to come into either of the ports of this department, there not being more than seven or eight feet of water at high tide.

There are in this department fifteen usines or factories for the preserving of the sardines in oil and salt, to prepare them for exportation; in fact, it is almost the sole branch of industry of any importance that gives occupation to the people of these coast towns.

There is no foreign commerce at all, the shipping at Les Sables d'Olonne, St. Gilles, and Noirmoutiers all being local and coasting vessels, with an occasional sloop or schooner arriving from England with coal, as the coal in this part of France is of very poor quality, and very scarce.

The wines are not sufficiently good in quality to warrant transportation; both red and white wines are of very poor quality this year; however, the grape crop is much better throughout France than it has been in several years. The crop of all the cereals has been very fine also.

Two new railways have been commenced, which will probably develop and improve La Vendée very much. The first, from Nantes by Niort, Chateaubriant, Chateau Goutier, and Sable. When this line is finished, in conjunction with the new line now being constructed between Napoleon-Vendée and La Rochelle, and from thence to Bordeaux, the route from Paris to Bordeaux, Bayonne, and all the important towns and cities in middle and southern France, will be much more direct and much shorter than any other route existing at present. The government do all in their power to build new railways and develop the country to the benefit of France and her people.

La Vendée, being the portion of France last to profit by railways, is decidedly feeling their influence more than any portion of this country that has come under my observation, and, with her new system of schools, (after the form of our normal schools,) may soon compete favorably with the more favored portions of France, when a higher general intelligence prevails.

#### TAHITI, SOCIETY ISLANDS.—F. A. PERKINS, *Consul*.

JUNE 30, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Oranges and fruits.....	\$9,724 25
Whale oil.....	19,132 40
Fungus.....	3,345 12
Total for quarter ended June 30, 1868.....	32,201 77
Total for quarter ended September 30, 1868.....	8,117 87
Total for six months.....	40,319 64

GABOON, AFRICA.—AUG. PERROT, *Commercial Agent*.

. DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port  
the United States during the quarter ended this day.*

Ivory.....	\$185
Palmnut kernels.....	4
Palm oil.....	2,662
Camphor wood.....	1,820
Coffee.....	36
Barwood.....	1,598
<hr/>	
Total for quarter ended December 31, 1867.....	6,305
Total for quarter ended March 31, 1868.....	24,201
Total for quarter ended September 30, 1868.....	6,295
<hr/>	
Total for nine months.....	36,802
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DECEMBER 22, 1868.

Supposing that it may be a matter of some interest to the department to know the commercial relation of Gaboon, and the French possessions in this vicinity, I beg leave to inform you that from and after January 1, 1869, four per cent. export duty will be collected on the following articles shipped from Fernanvas River, Cape Lopez, and Gaboon, at the annexed rates: Barwood, 15 francs per 100 billets; ebony, 75 francs per 2,000 pounds; India-rubber, 1,000 francs per 2,000 pounds; ivory, 10,000 francs per 2,000 pounds; beeswax, 2,000 francs per 2,000 pounds; palm oil, 37 francs per 2,000 pounds; palm kernels, 100 francs per 2,000 pounds; groundnuts, 200 francs per 2,000 pounds; gum copal, 200 francs per 2,000 pounds; odika, 250 francs per 2,000 pounds.

These duties are to be continued or modified at the discretion of the commandant superior, who is the admiral commanding the station. At the time the French took possession of Gaboon the British government interfered so far as to keep it a free port. The formal proclamation of this change has not been made in Gaboon, but it has been made in Fernanvas River, about one hundred and thirty miles south of Gaboon. The French have taken possession of that river within the past year, but the English and Germans have all the trade of that place, and at least four fifths of the trade in native produce in Gaboon. These same regulations will probably be extended to the islands, and the mainland for one hundred and fifty miles north, in the coming year.

The American trade here is small. The whole of it will not amount to one thousand tons of barwood in a year. The French are doing very little to stimulate production, and the trade does not expand beyond a certain amount. The value of it is decreasing, from the increased difficulty and expense of bringing these heavy products from a greater distance and by land carriage.

# SPAIN AND ITS DEPENDENCIES.

BARCELONA.—J. A. LITTLE, *Consul.*

APRIL 8, 1868.

I have the honor to submit to you the following statistics on the commercial relations of this consular district with the United States for the quarter ended March 31, 1868, viz:

*Imports and exports from and to the United States from January 1 to March 31, 1868.*

## IMPORTS.

Cotton, 20,683 bales.....	\$2,329,287 50
Wool, 378,230 pieces.....	69,308 17
Alumina, 3,145 barrels.....	37,704 00
Iron, 961 barrels.....	12,011 00
Softwood, 27,892 feet.....	6,973 00
Wool, 500 bags.....	4,500 00
Alumina, 103 barrels.....	1,442 00
Wool, 1,100 lbs.....	1,100 00
Total value.....	<u>2,462,361 67</u>

## EXPORTS.

Cotton, 1,668 bales, containing 35,667,000 corks.....	\$43,694 96
Wool, 10 boxes, containing 20,000 corks.....	110 00
Alumina, 255 barrels.....	4,408 45
Wool, 32 hogsheads.....	585 15
Softwood, 3 bundles.....	130 00
Total value.....	<u>48,928 56</u>

*Amount of cotton entered at the port of Barcelona from January 1 to March 31, 1868.*

	Bales.
Adra.....	27
Cadiz.....	31
Cette.....	1,227
Charleston.....	6,610
Guayra.....	1,320
Izabal.....	517
Liverpool.....	1,950
London.....	660
Mahon.....	48
Marseilles.....	7,149
Mobile.....	1,953
Motril.....	728
New Orleans.....	12,120
Oporto.....	10
Palma.....	17
Pernambuco.....	6,878
Puerto Cabello.....	2,186
Puerto Rico.....	225
Rio Janeiro.....	764
Santiago de Cuba.....	205
Salonica.....	1,336
Smyrna.....	2,127
Total number of bales.....	<u>48,087</u>
Against same period in 1867.....	<u>30,027</u>
Increase over last year.....	<u>18,060</u>



As will be seen, the arrivals of cotton during the quarter have been important. A large number of bales are undoubtedly held by speculators; it is therefore difficult to form a correct estimate of the amount consumed, and of the stock. The great drought since the commencement of the year, and which still prevails, has caused most of the factories whose motive power is water to cease work, and the amount of cotton consumed must therefore be less than during the corresponding period of last year.

The following figures will, however, give some idea of the amount existences:

Stock January 1, 1868, bales.....	9,
Importation up to 31st March, bales.....	48,
Total.....	57,

The amount consumed last year was 142,054 bales, or 35,513 per quarter. If the amount consumed since January 1 had been in the same proportion as last year, the stock on April 1 would be 21,874 bales.

*Number, nationality, and tonnage of vessels entered at the port of Barcelona from January to March 31, 1868.*

Nationality.	No.	Tonnage
American .....	2	728.1
Austrian .....	1	452.6
Belgian .....	1	141.0
Danish .....	5	577.0
English .....	29	8,506.0
French .....	35	3,629.0
Greek .....	1	230.0
Hamburg .....	2	604.0
Holland .....	3	391.0
Italian .....	17	2,401.0
Mecklenburg .....	1	201.0
Portuguese .....	1	77.0
Prussian .....	21	6,379.0
Russian .....	12	3,510.0
Spanish .....	618	91,306.0
Swedish and Norwegian .....	20	5,642.0
Total first quarter 1868 .....	767	128,045.1
Against total first quarter 1867 .....	848	159,601.0
Decrease from last year .....	81	31,555.9

The following is a comparison of the number of vessels arrived at Barcelona and Tarragona from the different ports of the United States in the first quarter of 1868 and the first quarter of 1867:

Barcelona: First quarter of 1868, thirty-seven vessels, of which twenty were American; first quarter of 1867, twenty-one vessels, of which fifteen were American.

Tarragona: First quarter of 1868, four vessels, of which one was American; first quarter of 1867, three vessels, of which two were American.

• • • • •

SEPTEMBER 30, 1868

I beg to submit to you the following statistics on the commercial relations of this consular district with the United States during the quarter and for the year ended this day, viz:

*Imports and exports from and to the United States from July 1 to September 30, 1868, and 1867.*

## IMPORTS.

Cotton, 3,158 bales.....	\$312,642 00
Petroleum, 11,374 barrels and 3,000 boxes.....	145,488 00
Raves, 438,000.....	100,320 00
Wool, 3,030 barrels.....	25,255 00
Wool, 1,020 barrels.....	11,220 00
Spirits of turpentine, 270 barrels.....	8,640 00
Timber, 15,390 feet.....	3,847 00
Miscellaneous.....	425 00
Total for third quarter 1868.....	607,837 00
Total amount imports third quarter 1867.....	1,166,955 00

## EXPORTS.

Wool, 2,484 bags.....	\$26,348 20
Wool, 863 barrels and 3 hogsheads.....	12,335 86
Wool, 348 bales, containing 5,632,000.....	8,777 97
Wool, 93 boxes.....	4,835 18
Wool, 200 bags.....	1,458 12
Wool, 567 bags.....	938 10
Wool, refined, 200 boxes.....	665 75
Wool, 2 boxes.....	573 25
Wool, 26 barrels.....	381 10
Wool, 13 barrels.....	214 30
Wool, 4 barrels.....	173 00
Wool, 1 box.....	137 00
Miscellaneous.....	436 23
Total amount of exports third quarter 1868.....	57,274 06
Against, for same period 1867.....	21,587 94

*Imports and exports to and from the United States from October 1, 1867, to September 30, 1868.*

## IMPORTS.

Cotton, 50,011 bales.....	\$5,269,540 85
Wool, 2,349,748 pieces.....	456,327 17
Petroleum, 24,276 barrels and 3,000 boxes.....	295,938 00
Wool, 3,422 barrels.....	39,822 00
Wool, 16,661 plank, and 4,328 cubic feet.....	31,692 00
Wool, 500 bags, 3,030 barrels.....	29,755 00
Wool, 499 bags.....	22,500 00
Wool, 250 tons.....	9,800 00
Spirits of turpentine, 294 barrels.....	9,408 00
Wool, 82 boxes.....	4,100 00
Wool, 200 barrels.....	3,920 00
Wool, 80 barrels.....	2,800 00
Miscellaneous.....	2,707 00
Total amount of imports for the year ending September 30, 1868.....	6,178,310 02
For the same period in 1867.....	4,375,446 00

## EXPORTS.

Wool, 5,339 bales, containing 106,000,000.....	\$134,958 87
Wool, 3,251 bags and 460 boxes.....	37,434 20
Wool, 2,561 barrels and 85 hogsheads.....	33,584 26
Wool, 93 boxes.....	4,835 18
Wool, 4,000 boxes.....	4,750 00
Wool, 300 bags.....	2,179 12
Wool, 567 bags.....	938 10

Olive oil, 25 barrels.....	
Silk ribbons, 3 boxes.....	
Vinegar, 66 barrels.....	
Oil, refined, 200 boxes.....	
Cream of tartar, 12 boxes .....	
Locust beans, 441 bags.....	
Miscellaneous.....	
<hr/>	
Total amount of exports for the year ended September 30, 1868...	22
For the same period in 1867 .....	17
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The number of vessels arrived at Barcelona and Tarragona fr  
different ports of the United States during the third quarter, 186  
follows:

Barcelona, sixteen vessels, of which three were American.  
Tarragona, seven vessels, of which four were American.  
There has been a diminution in the number of invoices duri  
present quarter, as well as in the debenture certificates, cotton a  
having almost totally ceased since the commencement of July, i  
the fees collected show a decrease if compared with that of the pre  
quarter of this year.

Imports and exports to and from the United States from April 1 t  
30, 1868.

IMPORTS.

Cotton, 22,084 bales.....	\$2, 186
Petroleum, 5,463 barrels.....	65
Staves, 350,718 pieces .....	64
Rosin, 927 barrels.....	10
Arnica, 80 barrels.....	2
Pine planks, 747 pieces.....	
Miscellaneous articles.....	
<hr/>	
Total value.....	2, 331
<hr/>	

EXPORTS.

Corks, 3,082 bales, containing 61,381,000 .....	\$78
Corks, 10 boxes, containing 20,000 .....	
Red wine, 288 barrels .....	5
Vinegar, 40 barrels .....	
Preserved fruit, 28 boxes.....	
Silk ribbons, 1 box .....	
Corkwood, 3 bales.....	
Soap, 10 boxes.....	
Imitation maraschino, 2 boxes.....	
<hr/>	
Total value.....	85
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Amount of cotton entered at the port of Barcelona from April 1 t  
30, 1868.

From Adra.....	
Cette.....	
Charleston .....	
Cuba.....	
Guayra.....	
Iviza.....	
Liverpool.....	
London.....	

	Bales.
From Marseilles .....	84,726
Mobile.....	1,888
Motril .....	557
Palma.....	33
New Orleans.....	17,250
Pernambuco .....	8,749
Puerto Cabello .....	375
Porto Rico .....	170
Savannah.....	400
Salonica.....	3,287
Santos .....	2,348
Symrna.....	7,347
Torreblanca.....	118
Total number of bales.....	53,075
Against same period, 1867.....	50,085
Increase over last year.....	2,990

The arrivals of cotton from the United States during the quarter have been as follows, viz:

	Bales.
From Charleston .....	2,546
Mobile.....	1,888
New Orleans .....	17,250
Savannah.....	400
Total.....	22,084
Against same period 1867.....	11,855
Increase over last year.....	10,229

Number, nationality, and tonnage of vessels entered at and cleared from port of Barcelona from April 1 to June 30, 1868.

Nationality.	No.	Tonnage.
American .....	2	518.96
Astorian .....	1	372.00
Cyprian .....	1	247.00
Danish .....	2	234.00
English .....	40	10,722.00
French .....	37	5,173.00
German .....	4	952.00
Hamburg .....	2	372.00
Italian .....	7	2,032.00
Prussian .....	66	11,860.00
Swedish .....	2	446.00
Swiss .....	1	125.00
British .....	26	8,817.00
Portuguese .....	1	124.00
Russian .....	17	5,083.00
Spanish .....	831	119,539.00
Swedish and Norwegian .....	5	1,651.00
Total number vessels .....	1,045	168,267.96
Against same period 1867 .....	858	134,470.00
Increase over last year .....	187	33,797.96

The following is a comparison of the number of vessels arrived at Barcelona and Tarragona from the different ports of the United States, in the second quarter of 1868 and second quarter of 1867:  
Barcelona: second quarter of 1868, forty-seven vessels, of which two were American; second quarter of 1867, twenty-six vessels, of which two were American.  
Tarragona: second quarter of 1868, one vessel, which was American; second quarter of 1867, four vessels, which were American.

CADIZ.—R. F. FARRELL, *Consul*.

Thus far the revolution, considered a success in the peninsula, has interfered with trade. Perhaps it is too soon to look for any interference or to comprehend what influence it has upon it, or may have. The position of Cadiz is such that war may rage in the interior and have no influence upon business in this city. Our isolated position—six miles from the mainland—leaves us in comparative security from the ups and downs of the mainland. Vessels discharge and load in the bay, and are, therefore, as safe as if they were at sea, in the event of any disturbances which might interfere with the property of foreigners in the shape of vessels and whatever cargo they might have on board. But I anticipate no disturbance of any kind—none, at least, that would endanger the property of neutrals.

This port—the first in Spain—is rapidly becoming an important depot for our commerce. It has always had a lively traffic with New York and Boston particularly, but many vessels leave for Gloucester, Kennebunk, Portland, and Philadelphia. The war in the southern States almost banished our flag from the ports of Spain, but since the failure of the rebellion our swift-sailing craft are seen once more in the ports of Spain, but especially here. During the year 1865, twenty-four American vessels visited Cadiz; in 1866, only ten. But the following table shows a great increase in our merchant marine from the 1st of January, 1867, to the 30th of September, 1868:

Years.	No. vessels.	Tonnage.	Imports.	Exports.
1867 .....	41	17,357	\$455,524 77	\$29,503 00
1868 .....	44	15,605	498,057 00	109,051 38

During the war the tobacco and lumber trade—the former bought on account of the government—was lost to our flag. German vessels, and occasionally an English one, brought all the tobacco from the United States; and, as we could not furnish the kind of timber needed, on account of the blockade, Norway and Sweden stripped their forests and sent their vessels laden with their best timber. Since the close of the rebellion we are regaining the tobacco trade, and soon will have the monopoly of the lumber traffic. At least one hundred and twenty-five vessels leave New York annually for this port. Many of them are American, but changed flags in 1861. If the trade of this port with the United States was carried exclusively in American bottoms, our trade would be greater than any European nation, except, perhaps, England, if we include the weekly steamers to London; but, exclusive of them, we have the largest tonnage. There is not a port in Europe, south of the bay of Biscay, that is of more importance than this. The returns show conclusively that it is rapidly increasing, and at no distant day will be one of the first in Europe. The new quay will be completed in another year.

There was a rumor, during the first days of the revolution, that the provisional government intended to make Cadiz a free port. This would certainly be a great benefit, not only to her, but to Southern Spain. However, at present there is no sign of such a much-wished-for favor. Thirty years ago she enjoyed this privilege, and may soon again, as she



position entitles her to some such mark of consideration at the hands of the government.

I find in one of our daily papers a statement of the Spanish railroads, which I translate :

At the close of the year 1866 there were seven thousand and thirty-three kilometers and four hundred and nine meters, and at the end of 1867 seven thousand and fifty-six kilometers and eight hundred and sixty-one meters—an increase of one hundred and twenty-three kilometers and four hundred and fifty-two meters. The earnings of all the roads were :

First-class passengers.....	\$1, 769, 645
Second-class passengers.....	1, 478, 434
Third-class passengers.....	3, 319, 179
	<hr/>
Earnings from other sources, on passenger trains, quick time.....	6, 567, 238
	<hr/>
Total on passenger trains, quick time.....	1, 611, 978
For freight by freight trains, slow speed.....	8, 179, 236
	<hr/>
Total receipts from passenger trains, and for freights.....	7, 744, 700
	<hr/>
Total receipts from passenger trains, and for freights.....	15, 923, 936

There are many other small roads unfinished and in contemplation, but all the great thoroughfares from Madrid to France, the Mediterranean, Portugal, and Andalusia, are open.

Freights to the United States are not in demand, but vessels receive from \$8 to \$10 per ton for wine to New York, and from \$10 to \$12 for Boston. Exchange—London, three months, 49–55; Paris, eight days, 5.15. There are no other quotations.

The change in the government is expected to revive the perishing commerce of Spain. No nation can expect to draw to her ports the craft of other nations while they are walled by an uncalled-for quarantine. This has been the bane and evil genius of the trade of Spain. Every man of sense is in favor of a proper quarantine, but no man—not even a Spaniard—can defend the quarantine regulations of Spain. If she removes this cause of annoyance, she will do much to help herself; if she persists in it, she will suffer, and in a short time what was once known throughout the world—the flag of Spain—will have ceased to float over any sea or ocean except what washes her own shores.

#### MALAGA.—A. M. HANCOCK, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and total value of the exports from this port to the United States during the quarter ended this day.*

Raisins, 453,654 boxes, 700 boxes seedless, 2,887 barrels, 10,111 frails, and 1,389 kegs; almonds, 3,829 boxes, 1,587 frails, and 420 bags; lemons, 9,919 boxes; grapes, 6,082 kegs, and 2,227 boxes; figs, 100 boxes; oranges, 663 boxes, 1,738 half chests, and 1,193 quarter chests; sweet limes, 10 boxes; licorice paste, 73 boxes; wine, 146 quarter casks and 7 cases; gum, 2 casks; mats, 750 bales; soap, 900 boxes; canary seed, 133 bales; locust beans, 60 bales; palm leaf hats, 66 bales; lemon peel, 15 bales; capers, 11 barrels; anise-seed brandy, 8 boxes; rags, 39 bales; lead, 25,463 quintals—being the total for quarter ended December 31, 1867.....	\$1, 003, 507 82
Total for quarter ended March 31, 1868.....	139, 951 46
Total for quarter ended June 30, 1868.....	257, 415 00
Total for quarter ended September 30, 1868.....	702, 771 67
	<hr/>
Grand total.....	2, 103, 645 95

*Statement showing the arrivals at Malaga of Spanish and foreign sa  
vessels during the year 1867.*

Spanish, including coasters.....	!
English.....	
Italian.....	
United States.....	
Swedish and Norwegian.....	
Russian.....	
Portnguese.....	
Danish.....	
Dutch.....	
Oldenburg.....	
French.....	
Hanseatic Towns.....	
Prussian.....	
Roman.....	
Total.....	-

Number of crews, 2,416 ; tonnage, 182,515.

*Arrivals of merchant steamers.*

Spanish.....	
English.....	
French.....	
Dutch.....	
Total.....	

Number of crews, 12,190 ; horse-power, 69,200 ; tonnage, 150,200.

*Arrivals of sailing vessels of war.*

Spanish.....	
French.....	
English.....	
Total.....	

Number of crews, 1,980 ; guns, 160.

*Arrivals of steamers of war.*

Spanish.....	
United States.....	
English.....	
Danish.....	
Total.....	

Number of crews, 3,960 ; horse-power, 8,775 ; guns, 172.

The tonnage of American vessels is the highest; the British ve average about 120 tons; the average tonnage of the French, 100 Russian and Prussian, about 300 tons; Swedish and Norwegian, It and Dutch, from 150 to 200 tons; Danish, from 200 to 250 tons; P guese, from 80 to 90 tons. The Spanish coasting crafts are he manned; vessels from 20 to 100 tons carry from 12 to 18 men, and quently more.

The number of steamers has greatly increased, and they are arr and departing almost daily.

The following lines of steamers touch at this port for freight and

engers: French line, between Rouen and Marseilles, touching at intermediate ports, together with Algiers and Oran; French line between Marseilles and ———, touching at the principal ports of the coast of Spain; French line between Marseilles and Antwerp, and ports of Spain and Africa; French line between Rouen and Marseilles, excepting the African coast; French line between Rotterdam and Marseilles; Spanish line between Marseilles and Cadiz, touching at the principal ports of the coast of Spain; Spanish line between Liverpool and Barcelona, touching as above; Spanish line between Hamburg and Barcelona, as above; Sardinian line between Genoa and Rio Janeiro, touching at Marseilles, Barcelona, Malaga, Cadiz, Teneriffe, Pernambuco, and Bahia.

*Statement showing the commerce of the United States with Malaga during the year 1867.*

Vessels from United States with cargo.....	24
Vessels from foreign ports in ballast.....	17
Vessels in transit .....	7
<b>Total .....</b>	<b>42</b>
Vessels sailed with cargo to the United States.....	35
Vessels in ballast to foreign ports.....	5
Remaining in port.....	2
<b>Total .....</b>	<b>42</b>
Seamen protected inwards.....	647
Seamen protected outwards .....	628
Seamen protected, foreign, outwards.....	23

The imports in American vessels from the United States are as follows: 1,087,514 staves, 50 barrels alcohol, 100 barrels resin, 250 boxes and 250 barrels petroleum.

The imports from the United States in foreign vessels were 3,524 bales cotton, 387,129 staves, 900 barrels and 3,111 boxes petroleum, and 20 barrels resin.

Value of imports in American vessels .....	\$217, 697
Value of imports in foreign vessels.....	421, 304

**Total value of imports in American and foreign vessels.. 639, 001**

Value of Spanish produce exported from Malaga to the United States in American vessels.....	\$1, 219, 123
Value of Spanish produce exported to United States in foreign vessels .....	1, 025, 190

**Total..... 2, 244, 313**

SEVILLE.—J. CUNNINGHAM, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Corks and corkwood, 1,832 bundles and 1,223 sacks .....	\$36,516 25
Licorice paste, 840 cases .....	32,170 87
Olives, 300 barrels, 50 kegs, and 5 pipes .....	2,538 18
<hr/>	
Total for quarter ended December 31, 1867 .....	71,225 30
Total for quarter ended March 31, 1868 .....	45,811 17
Total for quarter ended June 30, 1868 .....	70,165 59
Total for quarter ended September 30, 1868 .....	34,979 22
<hr/>	
Grand total .....	222,181 28
<hr/>	

VALENCIA.—L. H. COIT, *Consul*.

JANUARY 1, 1869.

I have the honor to make the following abstract of my report :  
For the quarter ending December 31, 1868, there have been shipped from Valencia and the adjacent port 47,911 quintals of raisins to the United States. Of this number, 45,388 quintals were shipped direct to New York, Philadelphia, Baltimore, and Boston, and 2,523 quintals were sent by Spanish steamers from here to Liverpool, and thence transhipped to New York. The quintal is equal to our hundred-weight, twenty quintals making a gross ton. The Valencia raisins are much larger than those of Malaga. They are not sun-dried, but dipped in a kind of ley composed of water, ashes, and oil. They are well adapted for cooking purposes, but not so good for the table as the Malaga. Their average value is \$4 50 per quintal.  
The orange crop will be worth to Valencia, this season, over \$1,000,000. The season commences in November and lasts until the middle of March. Already over 60,000 cases have been sent to England alone. To the United States 5,503½ cases have been shipped, of which number 2,800 cases were direct; the remainder, 2,703½ cases, by steamer to Liverpool. Average market price, \$2 50 per case. There have also been shipped from here 100 cases of locorice paste, valued at \$4,716.  
Goods for importation or exportation can now enter or clear from here in foreign bottoms for the same duties as if they entered or cleared in Spanish bottoms. Any vessel entering here, not to discharge cargo—for instance, entering in ballast, or to take on more cargo—has no port charges to pay, simply pilotage dues; so that now large vessels, which formerly, on account of the great expense, would not enter unless to receive a full cargo, can come and do come here for a partial freight. Vessels entering to discharge have anchorage and pilotage dues, and fifteen cents per ton for cargo discharged. On vessels coming from the United States fifty cents per ton for cargo discharged is demanded. For instance, the *Nora*, a bark of a little over 300 tons, entered here just before these new regulations went into operation, had \$48 50 port duties. She merely came here to take on 2,800 cases of oranges. The *Thayer*, a schooner nearly as large as the *Nora*, entered to discharge and to take on freight, only had \$87 40 port duties. Quarantine is removed on all vessels, while formerly they were sent to Port Mahon or Vigo, ten days.

these charges will act very beneficially upon trade and commerce generally, although it will take some time for American commerce to be settled in this quarter of Spain, as there seems to be so little to be bought here from there. There are no cotton manufactures, so that the great staple of our trade is tabooed, and guano is at a stand still presently. What little there is to come will be mostly brought in English bottoms, on account of the low rates from Peru; still there is a fluctuating market for petroleum, staves, and tobacco. The sudden rises all in the gold market at home deter many merchants here from attempting to keep up a lively intercourse with the United States.

I could beg to mention the following improvements in Valencia since my arrival here. The mole or breakwater is now complete, but in some respects has been found insufficient. An extension of 500 meters is to be made seaward, forming an oblique angle with one of the arms of the

When completed, it will be the finest construction of the kind up the Mediterranean. Many captains with whom I have spoken on the subject say that it is the most convenient harbor up the straits. The walls around Valencia are all torn down. The gates are left standing. The tax formerly existing on passage through them is removed. Most of the old convents and monasteries, and the church of the *Realejo*, have been torn down, not from any religious persecution, as some of the *oi polidori* suppose, but in order to widen some of the principal thoroughfares. Great judgment has been used in this seeming decision, and it will have a very imposing effect upon the appearance and health of the city. The pictures and works of art have been removed to a museum, which is on free exhibition to the public on certain days.

During the quarter ended December 31, 1868, as the returns show, there have been but three American vessels at this port. One brought staves and staves, and cleared in ballast; the second came to complete discharge; the last entered to discharge and take on partial freight. There was also one United States gunboat, the *Frolic*, tender to the flagship of the European squadron. She came in for coal, and remained several days. The morale was good, as it served to show that the United States government was alive to the importance of the present movements in Spain. This place could be made a coaling station for vessels up the Mediterranean at a great advantage. Though the present writing is much higher per ton, and the tons smaller, (seven kilograms making a Castilian ton,) than at other ports in Spain, yet there are parties here who would contract to furnish the coal at very reasonable rates, and gross tons at that. Valencia is a good point on the Spanish coast, between Gibraltar and Marseilles. Articles of food, &c., are much cheaper than at either of those places. In other quarters, the advantages offered by its harbor are unequalled. In my paper on agriculture I forgot to speak more particularly about modes of irrigation. It is of two kinds, both derived from the Moors, but one time inhabited this portion of Valencia. These modes are, first, by means of "aqua féé" or running water; and, second, by "aqua artificial," or artificially by means of pumps, consisting of a wheel armed with jars on its rim, and worked by water. The jars take up the water, and as the wheel revolves, empty themselves into rills or canals, which run in every direction. The river Turia, on which Valencia is situated, is really quite a large stream, is kept constantly dry by this means. Without not for some such system of irrigation, this country, though richly watered by nature, would be a perfect desert, as very little rain falls during the course of the year, not an average of 19.45 inches, while the



average heat is 65° 42' Fahrenheit, even in winter only falling to 56° 54' Fahrenheit, and in summer ascending to 99° as an average. As a proof of this, we have the Plains of La Mancha, an account of which I have already given in the paper on agriculture. I send a sample of crude esparto grass, of which, no doubt, the department has been informed by previous consuls; also some of the paper manufactured from this grass. The London Times is printed on a mixture of two-thirds esparto and one-third cotton. It makes the paper stiffer and cheaper. This grass is also used to make mats, hangings, the shoes worn by the peasantry, and rope. Two or three crops of it are cut each year, and it grows to a height of about four feet.

CARTHAGENA.—A. S. HANABERGH, Consul.

DECEMBER 31, 1867.

Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.

India-rubber and balsam, 41,797 pounds, 20,350 kilograms.....	\$22,269 06
Cocoanuts, 24,740.....	351 36
Hides, goat and deer skins, tagua and fustic, 1,004, 2 bales, 28 tons, 3 bags, and 17,600 pounds.....	3,020 81
Hides and coffee, 420, 34 bags.....	1,254 48
Total for quarter ended December 31, 1867.....	26,895 71
Total for quarter ended March 31, 1868.....	51,567 35
Total for quarter ended June 30, 1868.....	30,799 39
Total for quarter ended September 30, 1868.....	31,090 13
Grand total.....	140,352 58

TENERIFFE.—W. H. DABNEY, Consul.

MARCH 31, 1868.

Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.

Cochineal, 7,650 pounds, being total for quarter ended March 31, 1868.....	\$5,355 00
Total for quarter ended June 30, 1868.....	631 36
Total for quarter ended September 30, 1868.....	.....
Total for six months.....	5,986 36

JANUARY 1, 1869.

I have the honor to inform you that on this day there were put in force new port charges on vessels arriving at these islands, in conformity with a decree of the Ministro de Hacienda, dated Madrid, November 22, 1868. I inclose herewith the official bulletin containing the above decree entire, and also an abstract and translation of same, of such articles as most affect these islands and our countrymen doing business with them. It will be perceived that, by article 1st, a Spanish register can be obtained for vessels of any size now, this privilege having been denied to vessels under four hundred tons heretofore; that, by article 4th, a Spanish ship-owner can now sell his vessel to go under a foreign flag,

until now he could not do; that, by article 6th, all port charges reduced to one, which is only exacted when a vessel discharges merchandise to be introduced into the country, which charge is fifty cents on all such merchandise; and that all other charges are abolished. In any case, though more favorable to a vessel landing a small amount of cargo, is very onerous to one landing a large cargo. A case in point of the American ship *Louis Walsh*, now landing a cargo of two hundred and two hundred tons of guano from the Chincha Islands. This vessel must now pay \$1,100 charges, whereas under the old régime her charges would not have exceeded \$150.

It will be perceived, also, that there is no distinction in favor of the Spanish flag, and that the unjust exaction of double charges on vessels from North or South America over those from European ports is done away with.

By a decree of the Ministro de Hacienda of Spain, dated the 22d of November, 1868, respecting privileges, port charges, and dues on vessels in the ports of Spain, to take effect from the 1st day of January, 1869, and which were put in force in these islands at that date. N. B. Only the articles affecting these islands (they being free ports) are here given:

ART. 1. The introduction into the Spanish dominions of vessels of all classes, of wood or iron, will be permitted on payment of the following duties:—  
Vessels under 100 tons, cubic meter, will pay for each nautical ton

	Reals.
equal to \$6 50.....	130
101 to 300 tons will pay \$5, or.....	100
301 and upwards will pay \$2 50, or.....	50
Iron, without regard to size, \$2 50, or.....	50

The tons of cubic meter referred to in the foregoing article shall be the total contentment of such vessels, without any deduction for divisions under deck; and shall be comprehended also which may be occupied by instruments, machinery-rooms, &c., which are referred to in notes 20 and 21 of the regulations now in force.

(Of local interest.)

The owners of Spanish vessels can freely sell them or hypothecate them to corporations or individuals, and for this purpose article 502 of Commercial Code is applicable.

(Of local interest.)

The charges on vessels shall be reduced to one only charge, which is to be a discharging fee, and which shall be paid on the ton of 1,000 kilograms of merchandise discharged. All charges of whatsoever nature heretofore levied on vessels, including sanitary charges, and with the sole exception of special charges for quarantine-lazarettos, are hereby abolished. This charge shall be 10 reals vellon (50 cents) on 1,000 kilograms discharged by vessels from foreign ports, and 3 reals vellon (15 cents) on coasting vessels.

Passengers brought shall also be subject to an especial fee, which shall be 2 reals vellon (10 cents) for each passenger brought coastwise, and 5 reals vellon (25 cents) for each passenger from abroad.

Regular lines of steamers may make an especial agreement with the administration as to charges to be paid on cargo to be discharged and passengers landed.

When a vessel, through stress of weather or other causes, shall have to transfer cargo to another, or land it with the intention of reloading it, she shall pay no anchorage dues. This can only be collected on merchandise discharged to be introduced into the country.

D. All other charges are hereby abolished: such as anchorage dues, lights, sanitary charges, discharging and loading, and all special or privileged local charges, such as those of the C. de Scheton, Brotherhood of St. Telmo, and all others now levied on vessels on their arrival, during their stay in port, or on their departure, excepting those of quarantine and quarantine, referred to in article 6, and those which for especial services, are asked for, and voluntarily granted, and which must flag; and that the unjust exaction of double charges on vessels coming from North or South America over those from European ports is done away with.

SAN JUAN, PORTO RICO.—A. JOURDAN, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from the port of San Juan to the United States during the quarter ended December 31, 1867.*

Sugar and molasses, 881 hogsheads, 89 barrels, 99 casks, and 30 tierces.....	\$62,222 52
Oranges, 91,200.....	432 22
Total for quarter ended December 31, 1867.....	62,654 74
Total for quarter ended March 31, 1868.....	181,791 52
Total for quarter ended June 30, 1868.....	327,727 44
Total for quarter ended September 30, 1868.....	155,078 69
Grand total.....	727,252 39

JULY 5, 1868.

I have the honor to inform you that, by a royal order dated June 4, 1868, and published here on the 4th instant, the differential duties, as far as regards the tonnage dues and port charges imposed in favor of Spanish vessels, have been abolished. Foreign vessels shall be admitted in the ports of Cuba, Porto Rico, and Philippine Islands on the same footing as Spanish vessels, and shall pay the same navigation and port duties, on condition that the Spanish vessels coming either from the said islands or from the ports of Spain and her neighboring islands shall be entitled to the same benefit in the ports of the respective nations where they will arrive. The above decree is to take effect from the time of the notification being given by the representatives of the respective nations that a reciprocal benefit in favor of Spanish vessels in their territories has been agreed upon and proclaimed by their governments.

According to the act of June 30, 1834, Spanish vessels from Cuba and Porto Rico pay in the ports of the United States a tonnage duty equal to discriminating duty on American bottoms; and clearing out, excepting for Cuba or Porto Rico, are obliged to give bond that no part of the cargo shall be landed in those islands. By section 5 of the same act, on evidence of Spain having abolished the discriminating duties, or whenever, in his opinion, a satisfactory arrangement upon the subject of the duties shall have been made between the United States and Spain, the President of the United States is authorized to declare the same by proclamation, and thereupon the act shall cease to have any further force and effect.

As far as this island is concerned, the royal decree of June 4, 1868, has declared that foreign vessels shall pay the same tonnage dues and port charges as Spanish vessels, but goods, wares, and merchandise will continue to be imposed with a differential duty in the ports of Porto Rico in favor of Spanish bottoms. On this matter I beg respectfully to observe that on account of the hurricane and earthquakes suffered lately at Porto Rico, many articles of general consumption have been declared free of import duties by a royal decree published on the 4th of January last, and eight months' notice are to be given before any alteration can be made in this disposition. Therefore the differential duty on tonnage dues and certain articles, of which a list was given

in my dispatch No. 22, (January 7, 1868,) has ceased in fact in the ports of Porto Rico, and accordingly a reciprocal benefit is to be expected in the ports of the United States in favor of Spanish vessels.

The Captain General of this island has manifested to me that as soon as he shall receive the official notification of the acquiescence of the President of the United States to the royal decree of June 4, 1868, orders shall be issued immediately to the collectors of customs in the different ports of this island for its compliance in favor of American vessels; and he expects also that the discriminating duty now imposed on Spanish vessels clearing from the United States with cargoes for Porto Rico will cease to have any further effect, not only as respects the tonnage dues, but as to the goods, wares, and merchandise, or at least on those articles which are now admitted free of import duties from the United States.

In my dispatch No. 2, (June 20, 1867,) I have given a relation of the differential duties in favor of Spanish bottoms; and my dispatch No. 22 (January 7, 1868) shows the articles now free of import duties. Herewith I transmit a note of the actual dues and port charges paid by Spanish vessels in the ports of Porto Rico.

JULY 10, 1868.

I have the honor to transmit herewith a price-current of the articles usually imported to this place from the United States, and also of the staple products of the island.

The imports and exports to and from the United States have been considerably augmented during the last six months. The table annexed shows a large increase, compared with the same period last year, the number of American vessels arrived at this port, their inward and outward cargoes, from the first of January to the 30th of June, 1868.

Year.	No. vessels.	Inward cargoes.	Outward cargoes.
In 30, 1867 .....	21	\$96,991 44	\$128,526 15
In 30, 1868 .....	36	511,503 03	374,063 98
Increase in 1868 .....	15	414,601 59	185,537 83

Out of the thirty-six vessels entered, nineteen were built in 1866 and 67.

The increase in 1868 is undoubtedly due to the exemption from port duties on many articles of a general consumption mostly imported from the United States. It is also expected that the royal decree abolishing the discriminating duty of tonnage between American and Spanish vessels will produce a favorable effect on the navigation and commerce from the United States to Porto Rico. The tonnage fee will be 1/2 cents per ton instead of one dollar, paid at present. The proclamation of the President of the United States abolishing the differential duty imposed in virtue of the act of June 30, 1834, is therefore anxiously expected, as the said royal order of June 4, 1868, will not take effect until the notification of the acquiescence of the United States government is duly made to the Captain General of the island.

DECEMBER 16, 1868.

I have the honor to transmit to the Department of State the annual report of this consulate for the year ended September 30, 1868.

Table No. 1 gives an account of the exports of the principal products

from November 1, 1867, to October 31, 1868, with their average price and approximate value, and a comparative recapitulation from 1864 to 1868. The increase and decrease between 1867 and 1868 is also described.

My impression that the losses caused by the hurricane of October 1867, had been greatly exaggerated, is now fully justified by the results of the crops, which have been in every respect satisfactory, considering the price and quantity of the different products. The sugar crop exceeds that of last year, and is almost equal to that of 1865, which was the largest one ever collected. The coffee crop is also favorable, being almost the same as last year, and far superior to those of 1864 and 1866. The quantity of tobacco continues to decrease every year. I have explained the reason of its decline in my annual report of 1867. The cotton crop has improved a little, giving a third more than last year, but is much inferior in quantity to those of 1865 and 1866, when the civil war in the United States was the cause of a large increase in the plantations of that produce at Porto Rico. The decline in the prices has produced a considerable decrease in the plantations of cotton, and do not afford any inducement for its cultivation on a large scale. The commerce of hides still continues to progress, and exceeds, almost by one-third, the quantity exported last year. The exports of rum have been quite limited this year, though the quantity distilled has been the same. It proves only that the consumption in this country has been more extensive, as the molasses exported this year is in perfect accordance with the excess we note in the sugar crop; therefore the same quantity was left for distilleries, and if the export has been less than last year the consumption here has been proportionately larger.

The minor products are also worth noticing, the greater part being consumed in the country, leaving but a small share for exportation, which amounted in 1866 to \$402,211 65, consisting principally of rice, salt, starch, cocoa, Indian corn, annatto, cocoanuts, plantains, oranges, and fruits; besides, there is also a considerable export of cattle, mules, and horses, hard wood for construction and furniture, bricks, and old copper and iron. The real value of the minor products cannot be ascertained, the quantity produced being unknown.

The weather is favoring, this year, the coming sugar crop in a most remarkable manner. The cane fields are expected to give a splendid yield, and the grinding works will soon be everywhere in full operation. Nothing can be said about the opening price, as it will naturally be shaped by the future course of foreign markets. I regret to say that the prospect of the coffee crop is by no means so favorable as the sugar crop, and it will certainly fall short this year, for want of rain, when this berry needed it most.

The new produce is coming slowly to the markets, and in small lots. The advices from abroad not being satisfactory, the prices do not advance from twelve to twelve and a half cents per pound.

Table No. 2 refers to the navigation and commerce from and to the United States from October 1, 1867, to September 30, 1868. The first statement contains the number of American vessels, with their tonnage, inward and outward cargoes, entered and cleared at the different ports of this island. There arrived this year 357 American vessels, with 68,423.33 tons and a value of \$2,334,463 42, against 253 vessels, 50,082 1/2 tons, and \$1,527,126 12 last year. The increase is very remarkable. The second statement shows the number of foreign vessels entered and cleared from and to the United States. Only 54 arrived from the United States during the same period; the tonnage was 2,601.50 and the value



r cargoes \$545,004 79. There were cleared this year 379 American vessels, with 70,717.50 tons and \$4,817,004 13 of products, against 379 vessels and a value of \$2,841,036 72 last year. The increase is also large, and proves clearly that our shipping is recovering from the depression suffered during the civil war. Of foreign vessels 168 were cleared this year for the United States, with cargoes amounting only to \$1,011 32, instead of 236 vessels and \$3,179,020 99 last year. This is the consequence of the increase in our shipping. This table gives a recapitulation of the vessels, tonnage, inward and outward, entered and cleared to and from the United States, showing an arrival of 84 vessels, 14,926.24 tons, and a value of \$850,076 31 for the arrivals, and 38 vessels and \$455,647 74 for the departures.

Total of exports amounts to \$6,475,705 45 for the United States. 1,478,593 quintals of sugar exported this year from Porto Rico, 8 quintals were shipped to our ports.

#### IMPORTS.

Withstanding numerous arrivals, the American provisions were sold this year at pretty fair prices, owing to the exemption from duty decreed since the 5th of January last on account of the hurried earthquakes suffered in October, 1867. The average price has been as follows: Lard, in tins, \$16 to \$19 per quintal; in barrels, \$17 50; butter, in kegs, \$30 to \$34 per quintal; mess pork, \$22 to \$24 per barrel; clear pork, \$26 per barrel; hard tallow candles, \$16 to \$18 per quintal; soft tallow candles, \$18 per quintal; adamantine candles, \$20 to \$22 per quintal; kerosene oil, in tins, 50 cents per gallon; in kegs, 43½ cents per gallon; cheese, \$16 to \$18 per quintal; yellow corn, \$10 to \$11 per quintal; smoked herrings, 45 to 50 cents per box; tongues and sounds, \$1 50 per kitt; India rubber, \$75 to \$5 62½ per quintal; white loaf sugar, \$20 per quintal; Virginia tobacco, \$20 per quintal; hams, \$16 to \$18 per quintal; yellow wrapping paper, 50 to 56½ cents per large ream, and 43½ cents per small ream; black-eyed peas, \$3 50 per quintal; brooms, \$2 50 per dozen; crackers, \$3 per box; parlor matches, \$1 50 per gross.

Wheat from the United States, which was almost an article prohibited by the tariff on account of the differential duty of \$4 in favor of the Spanish flour, is now free from duties, has been imported in very large quantities. Prices have ranged from \$11 25 to \$14 per barrel, though in June imports were so numerous that the prices were as low as \$8 25. Corn meal sold freely at \$6 to \$7 per barrel; pilot bread, \$4 25 per barrel; assorted crackers and soda biscuits, 13 to 14 cents per pound. The supplies of fish have been also very large. The prices at Ponce and Ponce were generally low, and better sustained than at San Juan. Cod brought during the year \$3 to \$4 75 per quintal in boxes and \$4 50 to \$5 50 in boxes; haddock, \$2 50 to \$4 25; alewives, \$2 50 to \$3; salted herring, \$3 to \$3 50 per barrel; mackerel, \$9 per barrel. Vegetables have come generally in bad condition. Onions have obtained from \$4 to \$7 per barrel; potatoes \$4 to \$6 per barrel, according to their condition. Lumber and cooperage have been largely imported. Pitch pine sold from \$25 to \$35, and white pine from \$24 to \$30; sugar shooks, \$2 25; molasses shooks, \$2 75; hoops, \$55.

Imports from the United States per American vessels amounted to \$4,463 42, and per foreign vessels to \$545,004 79, giving a total of \$549,468 21, and an increase, compared with last year, of \$850,076 31.

Freights this year have been very low, ranging for the United States from 30 to 40 cents in gold for sugar per quintal, and \$3 25 to \$4 10 in gold, per round hoghead of molasses under deck.

Bills of exchange on England at 90 days have been sold from January to March, inclusive, 5.10 to 4.95; from April to June, 4.95 to 5.15; from July to September, 5.10 to 5.25; and last month as high as 5.35. The most part of the transactions are made through bills on London. On the United States there is no quotation, as no bills of exchange are offered for sale.

The exports of produce to the United States exceed the imports by a large amount, which this year is no less than \$3,596,237 24, and this balance is paid through credits open in London; hence the considerable transactions made here on England, which serve to pay the most part of the imports from that country and other places in Europe.

One hundred dollars at Porto Rico is estimated \$125 in the currency of the United States. Small bills on New York have been sold at a discount of 25 to 30 per cent.

The American silver coin continues to be the only currency for the mercantile business. No other silver coin is seen now at Porto Rico but it is received at a discount of five per cent. in the payments of taxes and duties.

Spanish doubloons command the high premium of eight per cent. Colombian doubloons four to five per cent.; Spanish silver coin is at a premium of five to five and a half per cent. I have no change to report respecting the warehouses, lighterage, commissions for purchasing and shipping, mercantile discount, weighing, cartage, and cooperage, which continue the same as reported last year.

The meetings which took place for a banking institution, and to discuss the expediency of declaring San Juan a free port, are now forgotten, as I knew they would be. There is no railroad in this country—no association. A ferry-boat which was running from the city to the opposite landing on the other side of the bay has been abandoned, and very likely the same will be done with the coastwise steamer plying round the island, for want of a subvention from the government.

Three decrees have been published this year highly beneficial to navigation and commerce. On the 4th of January last, the most part of the articles of general consumption were declared free from import duties in the island of Porto Rico, without exception of flag or from whence imported, eight months' notice to be given before any alteration can be made in the disposition. Those articles are the following: Tobacco, oil, codfish, rice, hams and shoulders, Spanish peas, grains, vegetables and seeds, (such as oats, rye, corn, peas, and beans of all kinds, and other articles of similar description,) flour and cereals, garlic, onions, potatoes, and similar articles, lard and butter, dried, salted, smoked, and pickled fish, salted sardines, jerked beef, mess and prime beef, and salt pork, salted and smoked beef, mutton and pork, arrowroot and similar feculas, live cattle, cows, asses, mules, sheep, hogs, trees, plants and seeds, mineral coal and other charcoal, live fish, guano and other artificial manures and composts, machinery and all other kinds of mechanical apparatus, instruments for agriculture, machinery for the speculation, cultivation, collection, &c., of coffee, cotton, and cocoa, machinery for boring artesian wells, mills for cleaning rice and shelling corn, white spruce, and pitch-pine lumber, shingles, and wooden houses, and nails of the same.

Another decree from the provisional government, dated October 1897, has declared that all materials imported from abroad into the island

uba, Porto Rico, and the Philippine Islands, destined for public works, such as railroads, tramways, high roads, by-roads, canals for transport and irrigation, water-works, ports, light-houses and civic constructions of general utility, be exempt from the payment of tariff duties.

I beg to call the attention of the Department of State to the Spanish decree of 4th June last, purporting to equalize in the Spanish colonies port and navigation dues between Spanish vessels and those of other nations disposed to reciprocate such concessions, to take effect as might subsequently be directed. Our ship-owners and merchants have a great interest in the matter, as the duty, which is now one dollar per ton, will be reduced to thirty-seven and a half cents. The French and North German vessels have so far been the only foreign shipping declared by the official gazette of Spain to be entitled to the above benefit.

A new census of the population of the islands of Porto Rico and Vieques was made last year. The tables annexed to this report show the population, classified by departments, condition, color, age, and sexes, with the comparative census made from 1827 to 1867. The population of Porto Rico amounted, at the end of 1867, to 651,944 inhabitants, and that of Vieques to 4,380. Compared with last year, there is an increase of 15,002. The white population of this island is 344,424, the colored population 264,266, and the slaves registered, 43,254.

Table showing the exports from the island of Porto Rico from November 1, 1867, to October 31, 1868.

Where bound.	Sugar.	Molasses.	Coffee.	Tobacco.	Hides.	Cotton.	Rum.
	<i>Pounds.</i>	<i>Gallons.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Gallons.</i>
United States.....	120,303,800	5,200,187	.....	.....	32,800	22,900	4,550
Spain.....	14,300,000	.....	5,064,400	.....	.....	397,100	.....
Spanish provinces.....	6,410,200	296,020	.....	215,300	.....	.....	.....
France.....	701,200	.....	3,032,500	.....	802,700	389,500	495
Germany.....	3,303,400	.....	368,200	.....	.....	.....	.....
Island of Cuba.....	.....	.....	5,454,000	.....	.....	.....	.....
Italy.....	.....	.....	3,317,900	.....	.....	.....	.....
Many other countries.....	2,096,500	.....	2,610,200	2,009,100	.....	345,400	.....
.....	714,200	164,109	816,900	.....	.....	.....	.....
Total 1868.....	147,859,300	5,660,316	20,664,100	2,034,400	835,500	1,154,900	5,045
Total 1867.....	136,459,900	5,168,094	20,734,100	2,119,000	784,900	972,300	16,165
1868—Increase.....	11,399,400	592,222	.....	.....	50,600	249,600	.....
Decrease.....	.....	.....	70,000	84,600	.....	.....	11,020

Average price and approximate value.

Articles.	Quantity.	Price.	Value—1868.	Value—1867.
Sugar..... pounds..	147,859,300	\$0 04½	\$6,653,668 50	\$5,458,394 12
Molasses..... gallons..	5,660,316	0 17	972,256 92	810,395 04
Coffee..... pounds..	20,664,100	0 13	2,686,333 00	3,110,120 25
Tobacco..... do.....	2,034,400	0 5½	111,892 00	84,760 50
Hides..... do.....	835,500	0 11	94,105 00	94,187 76
Cotton..... do.....	1,154,900	0 17	267,757 00	194,503 60
Rum..... gallons..	5,045	0 35	1,765 75	13,140 88
Total, 1868.....	.....	.....	10,727,778 27	9,765,502 15
Total, 1867.....	.....	.....	9,765,502 15	.....
Increase during the year 1868.....	.....	.....	962,276 12	.....

Census of the inhabitants and wealth of Porto Rico, including Vieques, 1827 to 1867.

1827.....	281,0
1846.....	443,13
1860.....	580,23
1862.....	594,52
1865.....	633,69
1866.....	641,32
1867.....	656,39
<hr/>	
Wealth in 1867.....	\$87, 593, 411 5
Wealth in 1827.....	33, 552, 646 0
<hr/>	
Increase in 1867.....	54, 034. 765 5
Increase of population over 1827.....	375, 30
<hr/>	
White population of Vieques.....	1, 56
Colored population.....	2, 60
Slaves.....	10
Transient population.....	11
<hr/>	
Total population of Vieques.....	4, 38
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Estimate of the revenue and expenses for the service of the government for the year 1868-'69.

Income tax and imposts.....	\$1, 030, 00
Duties on imports and exports.....	1, 249, 95
Internal imposts.....	221, 50
Lottery.....	1, 200, 00
State properties.....	13, 30
Extraordinary receipts.....	14, 27
<hr/>	
Total revenue.....	3, 728, 41
<hr/>	
General obligations.....	\$223, 23
Judiciary.....	243, 62
Department of war.....	1, 344, 94
Department of the treasury.....	1, 412, 62
Department of the navy.....	152, 5
Department of the interior.....	191, 5
Department of public works.....	96, 5
<hr/>	
Total expenses.....	3, 671, 1
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The following correspondence in relation to tonnage duties and port charges upon vessels of the United States in ports of the Spanish West India Islands, alluded to in the foregoing dispatches from the consul at San Juan, Porto Rico, is here introduced, under the belief that it will be of interest:

Mr. Jourdan to Mr. Seward.

UNITED STATES CONSULATE,  
San Juan, Porto Rico, July 5, 1868

SIR: I have the honor to inform you that by a royal order, dated June 4, 1868, and published on the 4th instant, the differential duties, as far as respects the tonnage and port charges imposed in favor of Spanish vessels, have been abolished. Foreign vessels shall be admitted in the ports of Cuba, Porto Rico, and Philippine Islands on

footing as Spanish vessels, and shall pay the same navigation and port duties, on condition that the Spanish vessels coming either from the said islands, or from the coast of Spain and her neighboring islands, shall be entitled to the same benefit in the ports of the respective nations where they will arrive.

The above decree is to take effect from the time of the notification being given by the representatives of the respective nations that a reciprocal benefit in favor of Spanish vessels in their territories has been agreed upon and proclaimed by their governments.

According to the act of June 30, 1834, Spanish vessels from Cuba and Porto Rico pay the same ports of the United States a tonnage duty equal to discriminating duty on American bottoms, and, clearing out, excepting for Cuba and Porto Rico, are obliged to give notice that no part of the cargo shall be landed in those islands. By section five of the act, on evidence of Spain having abolished the discriminating duties, or whenever, in opinion, a satisfactory arrangement upon the subject of said duties shall have been made between the United States and Spain, the President of the United States is authorized to declare the same by proclamation, and therefore the act shall cease to have any force and effect. As far as this island is concerned, the royal decree of June 4, 1868, has declared that foreign vessels shall pay the same tonnage dues and port charges paid by Spanish vessels; but goods, wares, and merchandise will continue to be im-posed with a differential duty in the ports of Porto Rico in favor of Spanish bottoms; in this matter I beg respectfully to observe that on account of the hurricane and earthquakes suffered lately at Porto Rico, many articles of general consumption have been admitted free of import duties by a royal decree published on the 4th of January last, and eight months' notice is to be given before any alteration can be made in this disposition; therefore the differential duty on tonnage dues and certain articles, of which I was given in my dispatch No. 22, (January 7, 1868,) has ceased in fact in the ports of Porto Rico, and accordingly a reciprocal benefit is to be expected in the ports of the United States in favor of Spanish vessels.

The captain general of this island has manifested to me that, as soon as he will receive the official notification of the acquiescence of the President of the United States in the royal decree of June 4, 1868, orders shall be issued immediately to the collectors of tonnage in the different ports of this island for its compliance in favor of American bottoms, and he expects also that the discriminating duty now imposed on Spanish vessels coming out from the United States with cargoes for Porto Rico will cease to have any effect, not only as respects the tonnage dues, but also the goods, wares, and merchandise, or at least on those articles which are now admitted free of import duties from the United States.

In my dispatch No. 2, June 20, 1867, I have given a relation of the differential duties in favor of Spanish bottoms, and my dispatch No. 22, January 7, 1868, shows the articles now free of import duties. Herewith I transmit a note of the actual tonnage dues and port charges paid by Spanish vessels in the ports of Porto Rico.

I have the honor to be, sir, with high consideration, your most obedient servant,

A. JOURDAN,

*United States Consul.*

WILLIAM H. SEWARD,  
*Secretary of State, Washington, D. C.*

*Port charges paid by Spanish vessels at the island of Porto Rico.*

Tonnage fees on every ton per register, 37½ cents; for clearing the harbor, on every ton 2½ cents; for light-house dues, on every ton 3 cents; and for every additional ton over 150 tons, 1 cent; pilotage in and out, \$17; anchorage, \$2; and for every time the vessel is moved, \$2; to the captain of the port, \$6; sanitary visit, \$4; Moro pass, 50 cents; stamp paper, (vessel in ballast,) \$1; stamp paper with cargo outward not exceeding \$1,000, \$1 25; stamp paper with cargo outward not exceeding \$2,000, \$2 25; stamp paper with cargo outward exceeding \$2,000, \$3; interpreter fees for foreign vessels, \$1.

UNITED STATES CONSULATE,  
*San Juan, Porto Rico, July 5, 1868.*

*Mr. McCulloch to Mr. Seward.*

TREASURY DEPARTMENT, *July 8, 1868.*

SIR: I have the honor to acknowledge your letter of yesterday, inclosing a copy of a dispatch from Mr. La Reintrie, United States vice-consul general at Havana, and a



copy of the tariff of duties on vessels and merchandise prevailing at that place permitted by him. I will thank you to express to Mr. La Reintrie the acknowledgments of this department, and request him to watch with care and report all changes that take place in these tariffs.

The adjustment of the exactions chargeable against Spanish vessels arriving from the United States from Cuba and Porto Rico, under the laws of 1832 and 1845, has been ever a matter of great perplexity, and this department is gratified to receive information in so satisfactory a form. I would suggest that the consul at Havana be again called upon for a thorough report of the rates of duty on tonnage and other duties at that island, as considerable uncertainty prevails as to the precise rates in force at the present time.

Very respectfully,

H. McCULLOCH,  
*Secretary of the Treasury*

Hon. SECRETARY OF STATE.

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*Mr. McCulloch to Mr. Seward.*

TREASURY DEPARTMENT, July 2

SIR: I have the honor to acknowledge a reference from your department of the communication from Mr. Embil, of Havana, dated the 11th instant, announcing that the duty on the American flag in the island of Cuba has been abolished. This is a matter of the utmost importance, and I will thank you to make inquiry of our consul at Havana as to any recent change that may have taken place.

As you are aware, a temporary suspension of the discriminating export duties was decreed in 1866, but I am not aware that any further action has been taken by the Spanish government. It is possible that Mr. Embil refers merely to the action of two years ago; but if there has been any recent modification it is of the highest importance that this department be advised of it officially as soon as possible.

Very respectfully,

H. McCULLOCH,  
*Secretary of the Treasury*

Hon. WILLIAM H. SEWARD,  
*Secretary of State.*

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CONSULATE GENERAL OF THE UNITED STATES OF AMERICA,  
*Havana, August 1*

SIR: I have the honor to acknowledge the receipt of your dispatches Nos. 58 and 59, dated July 24, (*bis*), 27, and 28, ultimo.

In answer to the inquiry contained in your No. 26, I herewith inclose the Official of July 10 last, which contains the royal decree of her Catholic Majesty Queen of Spain, dated June 4, 1868, respecting the reciprocity therein offered by the powers for the equalization of port and navigation dues in the West Indies and possessions of Spain. Although my attention had already been called to this by Mr. Utly, and I had consulted with Mr. Crawford, the consul general of her Majesty here, as to the course we should adopt, I determined to await the instructions of the department, believing that Mr. Hale, at Madrid, would have long since communicated this important information to our government, as required by the letter of the minister for the colonies of Spain. It is provided, as you will perceive, in the decree referred to that "the representatives of the respective powers who may be interested in reciprocity shall, in due season, give notice that it has also been adopted in the country which they may represent." I was not disposed to interfere in a matter which I considered as I thought, to our legation in Madrid, and hence did not report it to the department. The chief of the customs revenue here informs me that the notice must be given by our representative in Madrid to the government there, which, in due season, he will communicate to the captain general here, before it can become operative in this country. I shall, however, see what can be done here in the mean time, and, so far as my authority extends, shall seek to obtain the same terms which I understand have been conceded to the British consul, namely, that British vessels enjoy the same privilege, upon notice per telegram from England, the vessels paying the differential duties but the consignees giving a bond in the mean time for the balance of duties to be collected, until the instructions are received, when the bond (or fianza) shall be released and void, and thus all refunding of dues be unnecessary. France has alrea

the required notice, and the order from Madrid has been received here that enables French vessels to enjoy the same privileges as Spanish vessels.

I am, sir, very respectfully, your obedient servant,

H. R. DE LA REINTRIE, *Vice-Consul General.*

Hon. F. W. SEWARD,

*Assistant Secretary of State, Washington, D. C.*

[Translation.]

HAVANA, July 9, 1868. ♦

Through the department of ultramar the following royal order, under date of June 4 last, is communicated to his excellency the superior civil governor:

"YOUR EXCELLENCY: Of this date I communicate to the secretary of state the following. The Queen, whom God preserve, has pleased to issue the following royal decree:

"In view of reasons set forth by the minister of ultramar, in accordance with the council of ministers, I have decreed as follows:

"ARTICLE 1. For the collection of dues on navigation and port dues in the islands of Cuba, Porto Rico, and the Philippines, vessels of all nations shall be on equal footing with those of Spain, which concede equal benefits in their respective territories and possessions beyond sea to Spanish vessels coming from the ports of those islands, and from those of the peninsula and islands adjacent.

"ART. 2. In the provinces beyond sea reciprocity shall take effect in the payment of the duties spoken of in respect of each nation from the time when there shall be inserted in the Gazette the order by which this is determined.

"Given at the palace, June 4, 1868, under rubric of the royal hand.

"*The Minister of Ultramar,*

"CARLOS MARFORI."

And I communicate to you this royal order for its proper results, asking you to give opportune publicity to this regulation, and reminding you that for the purposes indicated in the second article it is an indispensable condition that the representatives of the respective powers soliciting reciprocity give seasonable advice as to the countries in which they are representatives. I send you copy of the order itself for your information and the proper consequences, and it is agreed that it be carried into effect on the 4th of this month, and notice published in the Gazette for general information.

MANUEL DE LARA.

*Señor Goñi to Mr. Seward.*

[Translation.]

LEGATION OF SPAIN AT WASHINGTON.

*Washington, August 11, 1868.*

The undersigned, envoy extraordinary and minister plenipotentiary of her Catholic Majesty, in fulfilment of orders of his government, has the honor to address himself to the honorable Secretary of State of the United States, sending annexed copy of a royal decree issued at Madrid on the 4th of June last, by which the equalization of foreign and Spanish vessels for the exaction of navigation and port dues in the islands of Cuba, Porto Rico, and Philippines is provided for in all cases wherein the governments of other countries may concede equal advantages within their territories to vessels under the Spanish flag.

The undersigned, in transmitting the said decree to the Secretary of State anticipates that the provisions it contains will find from the government of the United States a favorable acceptance. The government of this republic has always observed the principle of reciprocity, in accordance with what is laid down in the acts of July 14, 1832, and June 30, 1834, having modified the exaction of duties on several occasions in virtue of authority conceded to the President in said acts, and notably in section 3 of the act mentioned of 1832. It is, therefore, to be believed that in the present case the same course will be followed, assured of the reciprocal benefits which the provisions of the decree cited must produce on the commerce of Spain and of the United States.

In consequence of this, the undersigned must hope that the government of the United States, faithful to its precedents, will resolve to declare the assimilation of Spanish vessels to Americans for the exaction of navigation and harbor dues, and that

for the purpose suitable orders will be communicated to the custom-houses of the United States.

The undersigned, hoping that he will be informed of the determination which may be adopted, has the honor to reiterate to the honorable Secretary of State the assurance of his highest consideration.

FACUNDO GONZ.

HON. SECRETARY OF STATE *of the United States.*

[Translation.]

“DEPARTMENT OF ULTRAMAR.

“YOUR EXCELLENCY: The Queen, whom God protect, has pleased to issue the following royal decree:

“In view of the reasons set forth by the department of ultramar, in accordance with the council of ministers, I have decreed as follows:

“ARTICLE 1. In the islands of Cuba, Porto Rico, and the Philippines there shall be regarded on equal footing with Spanish vessels for the collection of navigation and port dues vessels of all nations which concede equal benefits in their respective territories and possessions beyond sea to vessels of the Spanish marine coming from the ports of those islands and ports of the peninsula and islands adjacent.

“ART. 2. In the provinces beyond the sea reciprocity in the payment of the duties mentioned will have effect in respect to the vessels of each nation from the time there published in the Gazette the order by which that may be determined.

“Given at the palace, June 4, 1868, under the royal rubric.

“*The Minister of Ultramar,*

“CARLOS MARFORI.

“A true copy:

“FACUNDO GONZ.”

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*Mr. Seward to Mr. McCulloch.*

DEPARTMENT OF STATE, *Washington, August 27, 1868.*

SIR: I have the honor to inclose a copy in translation of a note of the 11th inst. addressed to this department by Mr. Goñi, the minister of her Catholic Majesty, communicating a copy of a royal decree, which was issued at Madrid on the 4th of June last providing for the equalization of foreign and Spanish vessels in the exaction of navigation and port dues in the islands of Cuba, Porto Rico, and Philippines, in all cases wherein the government of the countries may concede equal advantages within the territories to vessels under the Spanish flag. I will thank you for an expression of your views upon the subject of Mr. Goñi's note, in order that a proper reply to it may be made by this department.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

HON. H. McCULLOCH, *Secretary of the Treasury.*

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*Mr. Jourdan to Mr. Seward.*

UNITED STATES CONSULATE,

*San Juan, Porto Rico, September 12, 1868.*

SIR: I have the honor to acknowledge the receipt of your dispatch No. 50, with an extract from a communication of the Hon. Secretary of the Treasury to the Department of State relative to the rates of duty on tonnage exacted in this island at the present time.

Begging, respectfully, reference to my dispatch No. 73, I transmit herewith a relation showing the tonnage duty and port charges paid at present at Porto Rico. A tonnage fee of thirty-seven and one-half cents for every ton, registered measurement, is levied in the ports of this island on Spanish vessels, and a tonnage fee of one dollar for every ton on foreign vessels; therefore there is a differential duty of sixty-two and one-half cents in favor of Spanish bottoms; but Spain, by a royal decree dated June 4, 1868, has abolished her discriminating tonnage duty in the ports of Cuba and Porto Rico, upon

m of reciprocity, and the decree is to take effect from the time of notification given to the Spanish government that no other or higher rate of tonnage duty imposed or collected on Spanish vessels from the colonial ports of Cuba and Porto Rico in the respective ports of foreign nations. Therefore by the said royal order satisfactory evidence is given to the President of the United States that Spain has agreed, on condition of reciprocity, the discriminating tonnage duty levied in the ports of Cuba and Porto Rico upon vessels of the United States in favor of Spanish vessels, and according to section 4 of the act of January 7, 1824, and section 3 of the act of July 13, 1832, the President is authorized to direct by a proclamation that the discriminatory duty levied within the ports of the United States upon Spanish vessels from the said islands shall cease and be discontinued.

France and Prussia have already notified their acquiescence to the reciprocity arrangement by the Spanish government, and last week three vessels of the North German Lloyd have been admitted into this port on the same footing as Spanish vessels; therefore it is most important for our vessels to enjoy the same advantage without delay.

The act of June 30, 1834, relates also to the retaliating duty on goods, wares, and merchandise, but as the royal decree of June 4, 1868, refers only to the tonnage duty, I enclose in a separate dispatch the necessary information to remove the perplexity and uncertainty prevailing in respect of the countervailing duty to be levied in the ports of the United States on cargoes shipped on board of Spanish vessels clearing for this port.

I have the honor, sir, to be, with the highest respect, your obedient servant.

A. JOURDAN,  
United States Consul.

WILLIAM H. SEWARD,  
Secretary of State, Washington, D. C.

PORT CHARGES PAID AT THE ISLAND OF PORTO RICO.

*Rate of duty on tonnage.*

Spanish vessels pay per each ton thirty-seven and one-half cents; foreign vessels pay per ton one dollar; differential duty in gold sixty-two and one-half cents. Spanish vessels that bring as many tons of coal as their tonnage are exempted from tonnage fees, provided that they bring no other cargo, otherwise they are obliged to pay full tonnage duty. Foreign vessels in the same case pay fifty cents per ton; differential duty fifty cents in gold.

*List of fees paid by both Spanish and foreign vessels alike.*

For bringing the harbor at San Juan, per each ton.....	\$0 12½
For stowage in the warehouse, on every ton, if under 150 tons.....	3
For stowage in the warehouse, and for every additional ton over 150.....	1
For pilotage.....	4 50
For the master.....	6 00
For pilotage in and out.....	17 00
For storage.....	2 00
For the pass.....	50
For the papers for clearance and permits.....	9 00
For foreign vessels, interpreter's fees.....	8 00
For the time a vessel moves her anchor.....	2 00

*Payable in Spanish money or in American (United States) silver coin at a discount of five per cent.*

Vessels, either national or foreign, that bring an entire cargo for the deposit stores and are exempt from paying tonnage dues, which will be charged on the goods when they are taken out for consumption.

Vessels taking an entire cargo of molasses are exempt from paying tonnage fees, provided that they have entered in ballast.

Vessels entering and leaving in ballast, driven accidentally into the port, coming for provisions, or to get informations, are also exempt from paying tonnage fees.

Boats making regular trips from and to this island are exempt from all port charges (pilotage excepted.)

There is a retaliating duty of sixty-two and a half cents in gold is to be exacted from Spanish vessels coming with cargo or loading in the ports of the United States from

and to Cuba and Porto Rico, on every ton, registered measurement of the vessel, except if they bring an entire cargo of molasses and leave in ballast.

On Spanish vessels loading in the ports of the United States for Cuba and Porto Rico as many tons of coal as their tonnage per register, a retaliating duty of fifty cents in gold is to be exacted per each ton registered measurement, in accordance with the acts of July 13, 1832, and June 30, 1834.

By a royal order dated June 4, 1868, the Spanish government has abolished her differential tonnage duty on American vessels in Cuba and Porto Rico, provided that Spanish vessels shall be received in the ports of the United States on the same footing as American vessels, and the royal order will be in force in regard of our vessels as soon as notice will be given to the Spanish government that a proclamation accordingly and in conformity with section 3 of the act of 1832, and section 5 of the act of 1834, respecting the discriminating tonnage duty, has been issued by the President of the United States.

Concerning the amount of the retaliating duty to be charged on goods exported for Porto Rico in Spanish vessels clearing from the ports of the United States, reference can be made to the dispatch No. 2, from this consulate, inclosing a relation of the differential duties exacted at Porto Rico upon goods, wares, and merchandise imported in vessels of the United States, and also to the general tariff of duties payable at the island of Porto Rico on importations of merchandise, of which a copy has been transmitted to the Department of State.

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*Mr. Jourdan to Mr. Seward.*

UNITED STATES CONSULATE,  
San Juan, Porto Rico, September 21, 1868.

SIR: Begging, respectfully, reference to my last dispatch No. 89, in which I have given the required information concerning the rates of duty on tonnage levied in this island on Spanish and foreign vessels respectively, I complete now my general report on the discriminating duties by giving the rates of the differential duty exacted, in favor of Spanish bottoms, on goods, wares, and merchandise imported in foreign vessels.

The duties on imports at Porto Rico are regulated by a tariff, of which I have the honor to transmit herewith a copy; a fixed value is assigned to each article, a charge of so much per centum *ad valorem* is exacted accordingly, and an additional rate, varying from six and a half to nine per centum, is levied in favor of Spanish bottoms on goods imported in foreign vessels, as it may be seen in the respective columns of the tariff. Certain articles are admitted free from import duty without exception of flag and from whence imported, and a few others pay only an import duty of one per centum *ad valorem*, when imported by foreign vessels.

In order that the discriminating duty may be well understood and regulated by the collectors of customs in the ports of the United States, I inclose a relation of the most part of the articles imported into this island from the United States, with the differential duty affixed to each one, and table B shows the articles admitted free of duties and on which no retaliating duty is to be exacted.

By consulting both tables A and B, and the tariffs of imports annexed, a correct work will be made; however, after a due examination and calculation of the differential rate of duty assigned to each article, considering the description of goods more generally imported by American vessels, I take the liberty to suggest a general countervailing duty of seven per centum on all goods exported from the United States in Spanish vessels clearing out for Porto Rico, the said duty payable in gold without any reduction on account of our actual currency, because the value assigned here by the Spanish tariff to our articles of importation exceeds the original cost, and therefore increases proportionally the additional duty.

An average charge of seven per centum on the amount of the invoices would save time and facilitate greatly the operation at our customs, when at the same time it may be considered as a fair and reasonable retaliating duty; but the charge of seven per centum would not include wheat flour, on which three dollars and fifty cents, gold, should be charged per barrel; nor the guano, machinery, apparatus of all sorts, and trees, plants and seeds, subject only to a discriminating duty of one per centum.

It remains only now to call the attention of the Hon. Secretary of the Treasury to the royal order published by the Spanish government on the 10th of December, 1867, on account of the tornado and earthquakes suffered last year at Porto Rico and in force since the 5th of January, 1868. By the said royal decree the articles of general consumption have been declared free from duties without restriction of flag, or from whence imported, and the most part of them proceed from the United States.



My inclosure herewith, table C, gives an exact relation of the articles now free from import duties; but this exemption is not definitive, being declared upon condition that eight months' notice will be given before any alteration can be made to that decree.

It seems right, however, that no countervailing duty should be charged on Spanish vessels clearing now for Porto Rico from the ports of the United States, respecting the articles which are now admitted free from duties in the ports of this island, not existing at present a differential duty, and the retaliating duty having only in view to equalize our vessels and cargoes in the ports of Cuba and Porto Rico.

The act of June 30, 1834, authorizes the President of the United States to abolish the discriminating duties on goods, wares and merchandise exacted from Spanish vessels arriving from the ports of the United States for Cuba and Porto Rico, as soon as satisfactory evidence will be produced that the differential duties levied in favor of Spanish bottoms upon the cargoes of American vessels in the colonial ports of Spain have been abolished; but will the President of the United States consent to proclaim a reciprocal but temporary suspension of the retaliating duty, limited to the articles at present free from duties at Porto Rico, and subject to be annulled, if the former duties in the differential rates in favor of Spanish bottoms are re-established by the Spanish government?

It will be said that the eight months' notice given before any variation can be made in the royal disposition now in force will allow a sufficient time to our consul at Porto Rico to transmit timely advice to the Department of State, and therefore to re-establish in due time the retaliating duty. Certainly, considering the interest of our navigation and commerce at Porto Rico, it would be desirable that things would stand here as they are now; the actual exemption from duties favors greatly the importation on a large scale of our flour and provisions of every description; besides, Spanish vessels, placed on the same footing as ours, will never stand in competition with American vessels for freight and insurance; but I have no faith in the stability of the actual exemption from import duties; there is now a deficit in the revenue of the customs for the 5th of January, compared with the same period last year, of nearly \$600,000, and to cover it the local government has found no other expedient but to double the rates of taxes on agriculture, commerce, and industry, making thus illusory, in fact, the benefit intended by the exemption from duties declared on the articles of general exemption, and creating a considerable dissatisfaction and fermentation through the whole island. I would not be surprised that the governor of Porto Rico would advocate before long the former import duties, that is to say, if he has not done it already. It is therefore a matter of consideration for the United States government to decide whether a temporary suspension of the retaliating duty is to be proclaimed on those articles now free from duties.

Hoping that the preceding informations, with the tables annexed, will be sufficient to remove any uncertainty prevailing in the Treasury Department as to the precise rates of the countervailing duties which, in compliance with the act of 1834, are to be levied by Spanish vessels coming and clearing to and from the ports of the United States at Porto Rico, I have the honor to be, sir, with the highest consideration, your most obedient servant,

A. JOURDAN,  
United States Consul.

Hon. WILLIAM H. SEWARD,  
Secretary of State, Washington, D. C.

A.

#### CONSULATE OF THE UNITED STATES OF AMERICA AT SAN JUAN, PORTO RICO.

*Table of the differential duty exacted from foreign vessels in the ports of entry of the island of Porto Rico on importations of goods, wares, and merchandise.*

Readstuffs, flour, (wheat,) \$3 50 per barrel; corn meal, rye flour, 8½ per centum ad valorem; pilot bread, crackers, 9 per centum ad valorem. Candles, wax and tallow, 9 per centum ad valorem; sperin and stearine, 7 per centum ad valorem. Cooperage, k, shooks and hooks, 6½ per centum ad valorem. Clothing, ready-made and wear-apparel of all kinds, boots and shoes, 9 per centum ad valorem. Manufactured goods made of cotton, silk, linen, &c., 7 per centum ad valorem. Drugs and dyes, medical preparations, castor oil, articles in a crude state, roots and leaves, gums, barley, &c., salts, spirits, acids, acetates, &c., mineral waters, Florida water and perfumes, 7 per centum ad valorem. Fish, smoked, salted, dried or pickled, dry cod, haddock, kerel, herring, 6½ per centum ad valorem; salmon, 7 per centum ad valorem; pickled herrings in boxes, sardines in oil, 9 per centum ad valorem. Fruits, preserved

in sugar, brandy, molasses, ice, sweetmeats, prepared meats, &c., vegetables, fish, &c., in cans or otherwise, 9 per centum ad valorem. Glass, cut, earthen, China or stone wares of all kinds, plates, vessels, glass tumblers, &c., 9 per centum ad valorem. Guano, manures or substances used for, 1 per centum ad valorem. Living animals, horses, (gelding,) asses, mules, &c., 7 per centum ad valorem. Hardware, cutlery, hoes, spades, iron chests, iron chairs, iron balconies, 7 per centum ad valorem. Iron in bars, blooms, bolts, pigs, castings, sheeting, &c., 7 per centum ad valorem. Lumber, boards, planks, scantlings, and shingles, 6½ per centum ad valorem. Machinery and apparatus of every description, steam engines and mills, stills for distilleries, 1 per centum ad valorem. Naval stores, tar, rosin, pitch, spirits of turpentine, cable and cordages, oakum, &c., 9 per centum ad valorem. Oats, 9 per centum ad valorem. Oils, almond, sperm, neat's-foot, linseed, 7 per centum ad valorem; petroleum, kerosene, and all other coal oil, 7 per centum ad valorem. Paints, dry or ground in oil, of all sorts, 7 per centum ad valorem. Provisions, smoked, salted or pickled beef, pork, bacon, 6½ per centum ad valorem; jerked beef, lard, butter, and cheese, 7 per centum ad valorem. Rice, 9 per centum ad valorem. Salt, fixed duty without distinction of flag. Soap, yellow or castile, &c., 9 per centum ad valorem. Spices, cassia, cloves, nutmegs, &c., 7 per centum ad valorem; black pepper, cayenne, pimento, &c., 9 per centum ad valorem. Spirituous or fermented beverages, brandy, whisky, gin, liquors of all kinds, beer, ale, porter, and cider, 9 per centum ad valorem. Sugar, refined, fixed duty, without distinction of flag. Tea of all kinds, 7 per centum ad valorem. Tobacco, manufactured or in leaf, fixed duty, without distinction of flag. Trees, plants, and seeds, 1 per centum ad valorem. Vegetables, apples, potatoes, peas, beets, &c., 7 per centum ad valorem; beans, onions, turnips, cabbages, 9 per centum ad valorem. Wines of all kinds and vinegar, 9 per centum ad valorem. Metals, zinc, steel, tin, lead, and copper, in bars, pigs, sheeting, plates, sheets, &c., 7 per centum ad valorem. Manufactured articles, as matches, fire-crackers, brooms, combs of all kinds, buttons, grindstones, plows, 7 per centum ad valorem. Wrapping paper, books, maps, and charts, wooden pails, tubs, 9 per centum ad valorem. Jewelry, real, gold and silver, 2 per centum ad valorem. Jewelry, imitation of every description, 7 per centum ad valorem.

The preceding relation contains the most part of the articles of a general importation from the United States.

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B.

*Relation of articles exempt from import duty without distinction of flag.*

Bristol quick-lime, coal, copper and iron clarifiers for sugar estates, copper and iron boilers for sugar estates, copper and iron sugar pans for sugar estates, iron axles for sugar estates, casting tops for axles for sugar estates, furnace iron mouths for sugar estates, iron crowns for sugar estates, iron log wheels for sugar estates, iron dampers (half doors) for sugar estates, iron dies and skimmers for sugar estates, iron grate bars for sugar estates, iron mold for refining sugar for sugar estates, iron rollers for sugar estates, iron pumps and tubes for sugar estates, iron tanks for sugar estates, iron spare pieces for machinery, mills, &c., for sugar estates, gold and silver in bars or coin, ice, leeches, tau bark, stallions, mares and asses.

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C.

*Relation of articles declared exempt from import duty by royal decree of December 10, 1867, on account of the tornado and earthquakes suffered at Porto Rico in the months of October and November, 1867, and in force in this island since January 5, 1868. Eight months' notice to be given before any alteration can be made to that disposition.*

Breadstuffs, wheat and rye flour, corn-meal, and other cereals. Fish, dry, salted, smoked, and pickled, dry cod, mackerel, herrings, and sardines. Guano, manures and other natural and artificial composts, &c. Living animals, all kinds of cattle, cows, horses, mares, mules, asses, sheep, hogs, and live fish. Lumber of every description, boards, planks, scantling, shingles, timber, &c.; wooden frame houses; nails for the same. Machinery and all sorts of mechanical apparatus for boring artesian wells and agricultural purposes, steam-engines, agricultural instruments, mills and machinery for the cultivation and collection of coffee, cocoa, corn, &c.; spare pieces for the same. Mineral, coal and charcoal. Oil, olive, in casks and bottles. Provisions, jerked beef, dry, salted, smoked, and pickled beef and pork, mutton, hams and shoulders, bacon, lard, butter, cut meats. Rice, arrowroot, and similar feculas. Vegetables, grains, Spanish peas, beans of all kinds, onions, corn, lentils, oats, seeds of similar description, garlic and all sorts of esculent plants, potatoes, garden products. Trees, plants and seeds, and all articles contained in table B not enumerated in the preceding relation.

*Mr. McCulloch to Mr. Seward.*

TREASURY DEPARTMENT, *October 21, 1868.*

**SIR:** I have the honor to acknowledge the receipt of your several communications relative to the decree of the Spanish government to equalize the exaction of navigation port dues in the islands of Cuba, Porto Rico, and the Philippines, of foreign and Spanish vessels.

My reply has been delayed from a question having arisen as to the construction of phrase in the decree, "for the collection of navigation and port dues," and a doubt whether any action of the President or of this department was authorized under the act of 1832 and 1834 in the present state of the case. The inclosed brief sets forth difficulties which have presented themselves to my mind. Possibly, however, the re-named phrase may admit of a more comprehensive construction, which a further correspondence with the Spanish minister might satisfactorily settle. In view of such satisfactory explanation, I have prepared a circular, which I herewith submit. Any-thing that I can lawfully do towards reducing the onerous duties hitherto required of vessels of both nations engaged in this trade, I shall take great pleasure in doing.

Very respectfully,

H. McCULLOCH,  
*Secretary of the Treasury.*

MR. WILLIAM H. SEWARD,  
*Secretary of State.*

#### TRADE WITH CUBA AND PORTO RICO.

The decree of the Spanish government, dated June 4, 1868, so far as it relates to the islands of Porto Rico and Cuba, places vessels of all nations, which concede equal rights in their respective territory and possession beyond sea to vessels of the Spanish nation coming from the ports of those islands, on the same footing with Spanish vessels "for the collection of navigation and port dues."

The third section of the act of August 3, 1846, (Heyl's Digest, 293,) provides, "That discriminating tonnage duties shall be levied on Spanish vessels coming from foreign countries, except those coming from Cuba and Porto Rico."

It is evident that nothing remains to be done by the United States government in consequence to the decree, save in regard to Cuba and Porto Rico; and here stands the question with these islands.

The acts of July 13, 1832, and June 30, 1834, (Heyl, 244 and 250,) regulated the tonnage charges on Spanish vessels trading between them and the United States prior to the passage of the tariff act of July 14, 1862. The second section of the first-named act provides "that vessels owned wholly by Spanish subjects, coming from any of the colonies of Spain, either directly or after touching at any other port or place, shall pay in the ports of the United States the same rate of duty on tonnage that shall be levied on American vessels in the Spanish colonial port from whence such Spanish vessel shall last departed; the said amount to be ascertained by the Secretary of the Treasury, who is hereby authorized from time to time to give directions to the officers of the customs of the United States for the collection of such duties, so as to conform the said duties to any variation that may take place in the duties levied on American vessels in Spanish ports."

The first section of the act of 1834 imposes upon Spanish vessels coming from Cuba and Porto Rico, either directly or indirectly, "such further tonnage duty, in addition to the tonnage duty which may be payable under any other law, as shall be equivalent to the amount of discriminating duty that would have been imposed on the cargoes imported in the said vessels respectively, if the same had been exported from the port of origin in American bottoms;" and the second section provides, "that before any such vessel shall be permitted to clear out or depart from a port of the United States, with cargo which shall be directly or indirectly destined to either of the said islands, the vessel shall pay such further tonnage duty as shall be equivalent to the amount of discriminating duty that would be payable, for the time being, upon the cargo, if landed into the port of Havana in an American bottom."

It will be seen that the additional tonnage duties imposed by this act are to be equivalent to the amount of discriminating duties imposed at the port of Havana, not upon the tonnage capacity of vessels, but upon the cargoes imported and exported at that port in American bottoms. It seems to me very clear that the decree of the Spanish government does not, in any way, change or affect this discriminating duty upon cargoes of American bottoms, and that, therefore, no action of the President or Secretary

of the Treasury can be based, in the present state of the case, upon the provisions the fourth or fifth section of this act.

Whether they, or either of them, can do anything under the act of 1832, seems to me to depend entirely upon the construction given to the words "navigation and port dues" in the decree. If they do not include tonnage duty I do not see that anything can be done even under that act. If tonnage duties are included, then probably the discriminating tonnage duties levied on Spanish vessels in our ports under that act ought to be abolished. But neither the dispatches of the United States consul nor the letters of the Spanish minister seem to me to afford any additional light upon this subject, as both adhere strictly to the very language of the decree—"navigation and port dues." It seems to me, therefore, that the first and only thing at present to be done is to ascertain what the Spanish government intended to include in these words.

In regard to the abolition of duties upon certain importations into Porto Rico, which notice was given in the consular dispatch of January 7, 1868, No. 22, Congress alone can act; as we have seen that the act of 1834 requires the discriminating duties under its provisions to be regulated by the Spanish exactions upon cargoes imported or exported at Havana, without regard to the duties at the actual port of importation or exportation, whether in Cuba or Porto Rico.

The nine hundred and seventeenth act of the General Treasury Regulations of 1864 (pp. 486, 487, 488,) gives the rule for the assessment of tonnage duties on the vessels in question previous to the tariff acts of 1862 and 1865. Under these acts (Heys, 4 and 46) a tonnage duty of thirty cents per ton is required to be paid on all vessels entering at our custom-houses "in addition to any tonnage duty then (1862) imposed by law."

Respectfully submitted.

TREASURY DEPARTMENT, *October 21, 1868.*

The Spanish government having decreed that "in the islands of Cuba, Porto Rico and the Philippines, there shall be regarded on equal footing with Spanish vessels, the collection of navigation and port dues, vessels of all nations which concede equal benefits in their respective territory and possession beyond sea to vessels of the Spanish marine coming from the ports of those islands and ports of the peninsula and islands adjacent;" and the third section of the act of August 3, 1846, (chapter 75,) having provided that no discriminating duties shall be levied on Spanish vessels coming from foreign countries, except those coming from Cuba or Porto Rico," so that no change in the regulations in regard to the Philippine Islands is necessary, it is hereby ordered that the discriminating tonnage duties now exacted from Spanish vessels trading between our ports and those of Cuba or Porto Rico be so modified as to equalize the same with the charges which shall appear to be made under the provisions of the said decree at the ports of Cuba and Porto Rico respectively, whether in the form or name of tonnage duties or import or export duties on cargoes.

\_\_\_\_\_, *Secretary of the Treasury.*

TO COLLECTORS OF CUSTOMS.

*Mr. Seward to Mr. Goñi.*

DEPARTMENT OF STATE,  
*Washington, October 27, 1868.*

SIR: With reference to your note of the 11th of August last, accompanied by a copy of a decree of her Catholic Majesty's government, purporting to abolish certain discriminating duties on United States vessels entering ports of the islands of Cuba and Porto Rico, I have the honor to inform you that the Secretary of the Treasury, to whom your communication was referred, is of the opinion that the terms of that decree are not clear enough to warrant him, pursuant to law, in recommending that the measure be reciprocated in regard to Spanish vessels in the ports of the United States. A copy of his letter to this department of the 21st instant on the subject, and of the accompanying papers, is herewith inclosed, in order that your government may furnish such explanations as may be deemed satisfactory.

I avail myself of this occasion, sir, to offer to you assurances of very high consideration.

WILLIAM H. SEWARD

Señor DON FACUNDO GOÑI, &c.

*Mr. Seward to Mr. Hale.*

DEPARTMENT OF STATE,  
Washington, October 27, 1868.

SIR: I inclose herewith, for your information, a transcript of a communication of the instant from the Secretary of the Treasury, to whom was referred a copy of a royal decree issued on the 4th of June last by her Catholic Majesty's government, purporting to abolish certain discriminating duties on United States vessels entering ports of the islands of Cuba and Porto Rico, from which it will be seen that the Secretary of the Treasury is of the opinion that the terms of that decree are not clear enough to warrant him, pursuant to law, to recommend that the measure be reciprocated in regard to Spanish vessels in the ports of the United States.

A copy of the communication above referred to has also been given to the Spanish Minister in Washington, with a suggestion that his government furnish such explanations as may be deemed satisfactory.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

JOHN P. HALE, Esq., &c., Madrid.

UNITED STATES CONSULATE,  
Bilbao, November 25, 1868.

SIR: I have the honor to inform you that according to a decree published at Madrid the 23d instant, the present government has ordered that from and after the 1st of January, 1869, the differential duties hitherto existing shall cease on all goods except the following, viz: pig iron, machinery, glass, earthenware, butter, tar and pitch, oils, marbles, on which an additional duty of one real per 100 kilograms will be levied; beer, woven goods, iron, other classes, spirit, yarns, paper, alum, sulphur, soda, sulfuric acid, chlorate of lime, potash, saltpetre, gums, cheese, tin, copper and its alloys in bars or plates, hemp, flax and furniture, on which articles five reals per 100 kilograms; and lastly, sugar, coffee, cocoa, codfish, cotton, (raw,) cinnamon, sand and wax, on which ten reals per 100 kilograms will be leviable, over and above regular customs duties, whenever imported under foreign flag; these additional duties, however, only to remain in force till the 1st of January, 1872, after which date differential duties will be abolished completely. The same decree permits the "flag-duties" of foreign-built vessels, whatever be their tonnage, subject to a duty varying from 50 to 130 reals a ton, and reduces to ten reals a ton the port charges leviable on foreign-going vessels of all nations when arriving with cargoes.

From the above it will be observed that in carrying grain, timber, tobacco, and a great many other articles, foreign vessels will, from the 1st of January next, be on exactly the same footing as those of Spain. As to those articles on which differential duties are still maintained, the latter is considerably reduced, as may be seen from the following statement of what some of the principal imports have paid hitherto when foreign bottom, besides the regular customs duties; for instance: cotton, (raw,) an additional duty of 36 reals per 100 kilograms; cotton yarn an additional duty of 175 reals per 100 kilograms; cotton woven goods an additional duty of 245 reals per 100 kilograms; codfish an additional duty of 23 reals per 100 kilograms; coffee, American, an additional duty of 25 reals per 100 kilograms; coffee, Manila, an additional duty of 69 reals per 100 kilograms; sugar, Cuba, an additional duty of 19 reals per 100 kilograms; sugar, Manila, an additional duty of 69 reals per 100 kilograms; iron, (pig,) an additional duty of 3 reals per 100 kilograms; iron, other classes, an additional duty of 28 reals per 100 kilograms.

In the interest of commerce it is to be hoped that the Cortes may approve of this without listening to the complaints of ship-owners and manufacturers.

I have the honor to be, sir, your most obedient servant,

LORENTZ DAHL.

Hon. WILLIAM H. SEWARD,  
Secretary of State, Washington.



GUAYAMA.—E. M. VERGES, *Consular Agent.*

MARCH 31, 1868.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Molasses—580 casks, 51 tierces, and 9 barrels.....	\$23,659 1
Sugar and molasses—4,070 hogsheads, 639 barrels, 1,955 casks.....	342,743 6
Molasses and old metal—197 casks and 5 barrels.....	7,772 7
Sugar—639 hogsheads and 109 barrels.....	35,084 8
Total for quarter ended March 31, 1868.....	409,260 3
Total for quarter ended June 30, 1868.....	855,611 6
Total for quarter ended September 30, 1868.....	310,110 3
Total for nine months.....	1,574,982 4

MAYAGUEZ.—J. C. COXE, *Consular Agent.*

MARCH 31, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Oranges.....	\$3,633
Sugar and molasses.....	278,709 4
Molasses.....	53,607
Sugar.....	172,778
Lignumvitæ, oranges, coffee.....	101 4
Total for quarter ended March 31, 1868.....	508,829
Total for quarter ended June 30, 1868.....	283,531
Total for quarter ended September 30, 1868.....	171,256
Total for nine months.....	963,617

AGUADILLA.—C. RICEHEHOFF, *Consular Agent.*

MARCH 31, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Oranges.....	\$4,064 86
Oranges and sweetmeats.....	2,140 75
Sugar and molasses.....	15,472 91
Sugar.....	15,581 23
Sugar and cocoanuts.....	42,632 05
Total for quarter ended March 31, 1868.....	79,892 50
Total for quarter ended June 30, 1868.....	90,611 14
Total for six months.....	170,503 64

ARECIBO.—F. FERNANDEZ, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Sugar, molasses, and satinwood—664,976 pounds, 8,715 gallons, and 355 feet.....	\$37, 117 13
Tobacco, 81,196 pounds.....	5, 103 12
Total for quarter ended December 31, 1867.....	42, 220 25
Total for quarter ended March 31, 1868.....	109, 734 86
Total for quarter ended June 30, 1868.....	237, 789 72
Total for quarter ended September 30, 1868.....	231, 257 39
Grand total.....	621, 002 22

NAGUABO.—W. HADDOCK, *Consular Agent.*

MARCH 31, 1868.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Sugar, 190,733 pounds.....	\$7, 933 71
Sugar and molasses, 730,117 pounds and 20,622 gallons.....	34,657 00
Total for quarter ended March 31, 1868.....	42, 590 71
Total for quarter ended June 30, 1868.....	215, 766 84
Total for quarter ended September 30, 1868.....	98, 629 91
Total for nine months.....	356, 987 46

PONCE, PORTO RICO.—P. J. MINVIELLE, *Consular Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Sugar, molasses, and oranges, being total for quarter ended December 31, 1867.....	\$96, 370 31
Total for quarter ended March 31, 1868.....	758, 736 63
Total for quarter ended June 30, 1868.....	938, 261 79
Total for quarter ended September 30, 1868.....	492, 237 04
Grand total.....	2, 285, 605 77

The following is a statement of the navigation and commerce of British vessels, with the value of cargoes, from and to the United States during the quarter ended December 31, 1867:

One vessel entered from Philadelphia with a general cargo.....	\$11, 400 00
One vessel entered from New York, via Mayaguez, with provisions.....	2, 000 00
Total value.....	13, 400 00

One vessel cleared for New York with sugar and molasses.....	\$35,613
Two vessels cleared for New York with oranges.....	2,903
One vessel cleared for Boston with sugar and molasses.....	17,486
One vessel cleared for Boston with oranges.....	760
One vessel cleared for Philadelphia with molasses and oranges.....	5,384
<b>Total value.....</b>	<b>62,150</b>

**VIEQUE, WEST INDIES.—L. GARBEN, Consular Agent.**

**SEPTEMBER 30, 1868.**

*Statement showing the description and value of the exports from this port to the United States for the quarter ended this day.*

Sugar.....	\$2,332 4
Molasses.....	10,259 4
<b>Total for quarter ended September 30, 1868.....</b>	<b>39,591 6</b>

**MATANZAS.—H. C. HALL, Consul.**

**DECEMBER 31, 1867.**

*Statement showing the description, quantity, and total value of the export from this port to the United States during the quarter ended this day.*

Sugar, 372 hogsheads and 3,214 boxes; molasses, 3,458 hogsheads, 295 tierces, 34 barrels; honey, 24 tierces; guano, 735 tons; cigars, 9,200; pines, 205 dozen; oranges, 23,000; Bananas, 118 bunches; copper, 2,582 pounds; guava jelly, 10 cases—being the total for quarter ended December 31, 1867.....	\$195,836 3
Total for quarter ended March 31, 1868.....	2,730,171 3
Total for quarter ended June 30, 1868.....	3,632,373 5
Total for quarter ended September 30, 1868.....	1,185,468 8
<b>Grand total.....</b>	<b>7,743,850 9</b>

*Statement showing the number and tonnage of American vessels arrived at and departed from Matanzas during the years 1859 to 1868, both inclusive.*

Years.	ARRIVALS.				DEPARTURES.			
	No. of vessels.	Tonnage in ballast.	Tonnage in cargo.	Total tonnage.	No. of vessels.	Tonnage in ballast.	Tonnage in cargo.	Total tonnage.
1859.....	382	22,366	72,491	94,857	382	15,925	79,699	95,624
1860.....	430	16,634	9,634	112,945	400	10,098	95,046	105,144
1861.....	382	31,060	72,901	104,961	379	15,965	95,439	111,404
1862.....	320	23,221	65,427	88,648	321	15,316	71,694	87,010
1863.....	235	9,893	55,412	65,305	251	13,313	55,979	69,292
1864.....	223	24,974	41,958	66,932	229	14,436	54,041	68,477
1865.....	229	17,273	47,935	65,208	219	11,340	50,407	61,747
1866.....	328	28,444	63,559	92,003	327	30,014	72,211	102,225
1867.....	276	27,461	52,014	79,495	280	21,668	58,262	79,930
1868.....	380	28,449	84,472	112,921	370	13,077	96,388	109,465

*showing the nationality, number, and tonnage of vessels arriving at and departing from the port of Matanzas, in ballast or with cargo, during the year ended December 31, 1868.*

Nationality.	ARRIVALS.				DEPARTURES.			
	No. of vessels.	Ballast.	Cargo.	Total.	No. of vessels.	Ballast.	Cargo.	Total.
		Tons.	Tons.	Tons.		Tons.	Tons.	Tons.
.....	380	28,449	84,472	112,921	370	13,677	96,396	109,475
.....	237	15,793	50,575	66,368	233	6,016	58,518	64,534
.....	222	11,378	34,401	45,779	216	2,688	41,939	44,627
and Swedish.	9	3,205	1,303	4,588	9	.....	4,588	4,588
.....	1	.....	123	123	1	.....	123	123
.....	6	2,914	147	3,331	6	.....	3,331	3,331
.....	3	.....	1,301	1,301	3	.....	1,301	1,301
.....	2	124	124	248	2	.....	248	248
.....	5	.....	1,445	1,445	4	722	484	1,206
.....	6	.....	1,306	1,306	6	.....	1,306	1,306
.....	871	61,863	175,547	237,410	850	22,503	208,236	230,739

*American vessels arriving at and departing from the port of Matanzas during the year ended December 31, 1868.*

From and where to.	ARRIVED.				DEPARTED.			
	No. of vessels.	Ballast.	Cargo.	Total.	No. of vessels.	Ballast.	Cargo.	Total.
		Tons.	Tons.	Tons.		Tons.	Tons.	Tons.
.....	312	14,794	76,295	91,089	327	3,193	90,808	94,001
in and colonies.	15	553	4,412	4,965	6	434	2,802	3,236
tries.....	12	2,854	2,356	5,210	3	12	1,153	1,165
of the island } or discharge.. }	41	10,248	*1,409	11,657	34	9,438	*1,635	11,073
.....	380	28,449	84,472	112,921	370	13,077	96,398	109,475

\* Cargoes in transit.

*British vessels arriving at and departing from the port of Matanzas during the year ended December 31, 1868.*

From and where to.	ARRIVED.				DEPARTED.			
	No. of vessels.	Ballast.	Cargo.	Total.	No. of vessels.	Ballast.	Cargo.	Total.
		Tons.	Tons.	Tons.		Tons.	Tons.	Tons.
in and colonies.	134	2,166	35,952	38,118	85	287	28,520	28,807
tries.....	70	6,752	11,317	18,069	115	1,929	23,061	24,990
tries.....	8	2,225	575	2,800	5	.....	1,838	1,838
of the island } or load.. }	25	4,650	2,731	7,381	28	3,800	5,099	8,899
.....	237	15,793	50,575	66,368	233	6,016	58,518	64,534

*Spanish vessels arriving at and departing from the port of Matanzas during the year ended December 31, 1868.*

From and where to.	ARRIVED.				DEPARTED.			
	No. of vessels.	Ballast.	Cargo.	Total.	No. of vessels.	Ballast.	Cargo.	Total.
		Tons.	Tons.	Tons.		Tons.	Tons.	Tons.
in colonies.....	137	11,378	17,233	28,611	126	718	22,303	23,021
in and colonies.	9	.....	2,090	2,090	36	.....	10,475	10,475
tries.....	67	.....	13,437	13,437	20	225	4,225	4,450
tries.....	3	.....	759	759	14	1,745	583	2,328
tries.....	6	.....	882	882	20	.....	4,353	4,353
.....	222	11,378	34,401	45,779	216	2,688	41,939	44,627

\* Including other ports of the island with cargoes in transit.

*Statement showing the destination, quantity, and value of exports from Matanzas to the United States from October 1, 1867, to September 30, 1868.*

Destination.	Sugar.			Molasses.		Honey.		Melado, hhd.	Guano, tons	Cigars, thousands	Turkeys, bal.	Pines, dozen.	Involves val.
	Hhds.	Boxes.	Bbl.	Hhds.	Tca.	Bbl.	Tca.						
New York	27,680	20,309	25	21,950	2,438	15	228	520	276	180	8	6	12,504
Philadelphia	6,621	17,173	..	28,414	3,497	492	..	..	..	4.2	12	..	1,224.2
Boston	8,216	11,995	..	10,211	1,248	35	..	3	..	..	..	300	1,043.4
Portland	2,001	3,871	28	21,510	2,142	11	..	..	..	7	..	..	728.9
Baltimore	9,104	10,684	..	9,837	1,149	36	..	..	555	7.2	..	..	1,042.5
Charleston	252	75	125	1,585	170	1,083	..	..	..	3	12	450	72.3
New Orleans	2,714	9,370	53	2,946	382	135	..	216	..	..	14	..	434.7
Pensacola	..	..	..	..	..	25	..	..	..	..	..	100	2
Savannah	..	..	..	327	20	150	..	..	..	..	..	488	9.3
Key West	..	..	..	..	..	17	..	..	..	..	..	10	16
Richmond	200	46	..	276	15	185	..	..	..	..	..	..	22.9
Belfast	50	250	..	700	28	3	..	..	..	..	..	..	28.5
Bangor	..	..	..	379	81	..	..	..	..	..	..	..	10.2
Total	56,225	73,766	233	97,935	11,770	2,168	228	523	492	735	30.4	44	13,652
In Amer vessels	41,504	53,554	149	78,930	9,567	1,467	166	456	150	460	25.4	30	13,582
In for'gn vessels	14,721	20,212	84	19,005	2,203	701	62	67	342	275	5	14	1,070
Total	56,225	73,766	233	97,935	11,770	2,168	228	523	492	735	30.4	44	13,652

\* Including sundries.

*Comparative statement of staple exports from the port of Matanzas during the years 1867, and 1868.*

Destination.	Hhds. of sugar.			Boxes of sugar.			Hhds. of melado.			Hhds. of molasses.		
	1866.	1867.	1868.	1866.	1867.	1868.	1866.	1867.	1868.	1866.	1867.	1868.
United States	41,074	36,573	36,235	78,693	44,758	73,766	3,590	553	492	76,618	83,460	104,194
Great Britain	6,447	11,276	10,752	18,406	39,073	38,784	..	..	..	14,965	8,673	8,673
Falmouth for orders	5,360	6,557	8,121	71,651	92,245	117,929	..	..	..	2,637	1,440	1,440
Baltic	..	..	..	..	4,951	1,072	..	..	..	..	..	..
Hamburg	247	218	469	4,337	1,294	2,570	..	..	..	..	..	..
Belgium	..	..	..	..	1,010	..	..	..	..	..	..	..
Spain	349	..	..	57,607	37,075	43,516	60	..	..	49	30	..
France	..	..	280	11,939	15,204	31,622	..	..	..	..	..	..
Italy	..	..	..	..	..	4,350	..	..	..	..	..	..
Gibraltar	..	..	..	1,124	2,000	..	..	..	..	..	..	..
British provinces	2,002	..	335	23	1,025	482	..	716	707	2,673	1,354	..
South America	..	..	..	11,908	6,644	10,381	..	..	..	33	..	..
Total	53,479	54,624	73,782	255,568	344,279	324,452	3,801	1,269	1,199	96,975	105,211	118,267

The estimated value of exports in 1868 was \$12,875,336.

CARDENAS.—N. CROSS, Consular Agent.

DECEMBER 31, 1867

*Statement showing the description, quantity, and total value of the exports from this port to the United States during the quarter ended this day*

Sugar, 1,309 hogsheads and 1,224 boxes; molasses, 5,566 hogsheads; honey, 20 tierces; asphalt, 156 hogsheads; tank footings, 13 hogsheads—being total for quarter ended December 31, 1867	\$961,22
Total for quarter ended March 31, 1868	2,095,01
Total for quarter ended June 30, 1868	3,070,08
Total for quarter ended September 30, 1868	760,41
Grand total	6,167,41



showing the commerce of Cardenas with different countries during the year ended September 30, 1868, with description and value of imports and exports.

## IMPORTS.

Countries.	Description.	Value.
es.....	General cargoes, lumber, cooperage, shoes, &c	\$1, 181, 650
in.....	Railroad iron, machinery, coal, &c.....	440, 850
rience.....	Lumber, cooperage, fish, &c.....	348, 500
colonias.....	Flour, wine, oil, and provisions.....	552, 588
.....	Roofing tiles.....	9, 900
.....	.....	.....
.....	General cargoes.....	67, 000
.....	Jerked beef.....	364, 945
.....	.....	2, 963, 833

## EXPORTS.

tries.	Sugar.		Molasses.	Melado.	Honey.	Cigars.	Asphalt.	Rum.	Value.
	Hhds.	Boxes.	Hhds.	Hhds.	Tcs.	M.	Hhds.	Pipes.	
es.....	50, 062	18, 894	103, 327	1, 207	240	26	540	.....	\$6, 187, 490
in.....	20, 408	12, 505	15, 086	.....	.....	.....	.....	.....	1, 646, 150
rience.....	754	773	698	1, 648	.....	.....	.....	.....	137, 030
colonias.....	.....	20, 173	.....	.....	.....	.....	.....	.....	403, 480
.....	.....	.....	250	.....	.....	.....	.....	.....	6, 950
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	177	5, 664
.....	71, 224	52, 345	119, 301	2, 835	249	26	540	177	8, 386, 044

## Classification of vessels employed.

Nationalities.	Number.	Tonnage.
es.....	330	90, 725
in.....	214	53, 863
.....	88	13, 810
rience.....	13	4, 154
.....	625	162, 552

showing the destination, quantity, and value of exports from the port of Cardenas to the United States during the year ended September 30, 1868.

destination.	Sugar.		Molasses.	Melado.	Cigars.	Honey.	Asphalt.	Value.
	Hhds.	Boxes.	Hhds.	Hhds.	M.	Tcs.	Hhds.	
.....	30, 852	10, 355	37, 362	1, 100	26	174	540	\$3, 054, 841 57
.....	9, 240	3, 714	24, 914	.....	.....	75	.....	1, 889, 718 54
.....	4, 516	1, 039	10, 968	30	.....	.....	.....	545, 639 00
.....	430	2, 348	17, 503	.....	.....	.....	.....	558, 423 26
.....	.....	.....	206	.....	.....	.....	.....	6, 447 75
.....	4, 936	1, 188	6, 357	77	.....	.....	.....	507, 201 86
.....	89	200	3, 518	.....	.....	.....	.....	107, 863 81
.....	.....	.....	230	.....	.....	.....	.....	6, 344 51
.....	.....	.....	764	.....	.....	.....	.....	20, 910 72
.....	.....	50	91	.....	.....	.....	.....	4, 189 47
.....	.....	.....	1, 103	.....	.....	.....	.....	39, 346 06
.....	.....	.....	901	.....	.....	.....	.....	26, 253 40
.....	.....	.....	.....	.....	.....	.....	.....	*251 00
.....	50, 062	18, 894	103, 327	1, 207	26	249	540	6, 187, 490 71
.....	36, 971	11, 990	61, 903	749	3	75	399	4, 688, 179 43
.....	13, 091	6, 874	21, 424	458	23	174	141	1, 489, 311 28

\* Cargo of fruit.

SAGUA LA GRANDE.—J. H. HORNER, *Consular Agent.*

DECEMBER 31, 1867

*Statement showing the description, quantity, and total value of the exports from this port to the United States during the quarter ended this day.*

Sugar, 1,044 hogsheads, 49 tierces, and 13 barrels; molasses, 1,565 hogsheads and 106 tierces—being total for quarter ended December 31, 1867.....	\$114,489 54
Total for quarter ended March 31, 1868.....	1,927,251 00
Total for quarter ended June 30, 1868.....	3,114,973 11
Total for quarter ended September 30, 1868.....	952,164 21
Grand total.....	6,108,878 52

*Statement showing the destination, quantity, and value of the exports from Sagua la Grande, for the year ended September 30, 1868.*

Destination.	Sugar.				Molasses.			Honey.	Value.
	Hkds.	Tcs.	Bbls.	Boxes.	Hkds.	Tcs.	Bbls.	Gallons.	
New York.....	50,140	4,194	32	441	5,363	376	628	973	\$3,312,775 00
Philadelphia.....	18,534	1,779	23	.....	11,167	1,083	703	.....	1,533,575 30
Boston.....	6,386	741	3	.....	6,936	580	2,646	77	646,382 22
Baltimore.....	2,396	122	3	.....	2,199	247	21	.....	221,345 81
New Orleans.....	919	111	3	.....	2,155	167	256	.....	129,402 70
Portland.....	707	63	1	.....	6,390	528	690	400	257,003 76
Bristol.....	.....	.....	.....	.....	223	28	75	.....	8,493 36
Total.....	79,082	7,010	65	441	34,433	3,009	5,022	1,450	6,108,878 52
In American vessels...	56,712	5,111	33	.....	28,843	2,563	4,690	.....	4,512,712 30
In foreign vessels.....	22,370	1,899	32	441	5,590	436	332	1,450	1,590,165 22
Great Britain direct...	8,836	52	3	.....	.....	.....	.....	.....	524,443 71
Falmouth for orders..	14,781	942	4	7,634	230	36	.....	.....	1,060,440 25
Canada.....	651	62	.....	.....	.....	.....	.....	.....	40,900 00
Amsterdam.....	.....	.....	.....	.....	183	31	14	.....	6,006 50
Grand total.....	103,350	8,066	72	8,075	34,846	3,076	5,036	1,450	7,740,600 48

*Statement showing the nationality, number, and tonnage of vessels arrived at and departed from the port of Sagua la Grande, from October 1, 1867, to September 30, 1868.*

Nationality.	ARRIVALS.				DEPARTURES.			
	Number of vessels.	Tonnage in ballast.	Tonnage with cargo	Total tonnage.	Number of vessels.	Tonnage in ballast.	Tonnage with cargo	Total tonnage.
United States.....	206	44,590	21,404	65,994	203	1,052	63,694	64,746
British.....	73	15,711	5,012	20,723	73	175	20,548	20,723
Spanish.....	13	2,388	671	3,059	13	671	2,388	3,059
Prussian.....	4	1,702	.....	1,702	4	.....	1,702	1,702
Norwegian.....	3	947	.....	947	3	.....	947	947
Russian.....	3	1,515	.....	1,515	3	.....	1,515	1,515
Dutch.....	2	405	.....	405	1	.....	150	150
German.....	1	317	.....	317	.....	.....	.....	.....
Total.....	305	67,575	27,087	94,662	300	1,898	90,944	92,842

TRINIDAD DE CUBA.—F. F. CAVADA, *Consul.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Muscovado sugar.....	\$63,522 60½
Salted hides.....	2,144 75
Hides and copper.....	1,393 22
Tobacco and cigars.....	2,091 30
Sugar and molasses.....	18,171 25
<hr/>	
Total for quarter ended December 31, 1867.....	87,323 12½
Total for quarter ended March 31, 1868.....	929,766 42
Total for quarter ended June 30, 1868.....	1,042,973 16
Total for quarter ended September 30, 1868.....	361,023 20½
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Grand total.....	2,420,085 91
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# PORTUGAL AND DEPENDENCIES.

LISBON.—C. A. MUNRO, *Consul*.

DECEMBER 31,

*Statement showing the description, quantity, and value of exports for  
port to the United States during the quarter ended this day.*

Coffee, 85 bags.....	Reas
Refined argal, 6 barrels.....	
Guano, 1,000 bags; salt, 8,058 moys.....	
Corkwood, 1,024 bundles and 46 bales.....	
Corkwood, 1,351 bundles.....	£2, 42
Steam-engine, 1 boiler of.....	£50
Locust beams, 1,278 mats and 2 bales.....	Reas
Raisins, 190 cases and 300 boxes.....	
Orchilla weed, 51 barrels and 4 bags; almonds, 95 bales.....	
Marble, 27 blocks.....	
Gum copal, 155 barrels, 9 cases, and 154 bags; coffee, 76 bags.....	
Figs, 2 cases and 99 boxes; almonds, 21 bales.....	
Wine, 12 boxes.....	
<hr/>	
Total for quarter ended December 31, 1867.....	Reas 2
Total for quarter ended December 31, 1867.....	£2, 92
Total for quarter ended March 31, 1868.....	Reas 1
Total for quarter ended March 31, 1868.....	
Total for quarter ended March 31, 1868.....	£29
Total for quarter ended June 30, 1868.....	£6, 54
Total for quarter ended June 30, 1868.....	Reas 1
Total for quarter ended September 30, 1868.....	6
Total for quarter ended September 30, 1868.....	£67
Total.....	Reas 12
Total.....	£10, 46
Total.....	
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AUGUST 7

Having had an opportunity of securing some statistical account of the trade and commerce of Portugal for the year 1866, only lately published, I have extracted therefrom some statements and figures which I may be interesting to the department, and have now the honor of presenting the same herein in the form of a report:

## *Report on the trade and commerce of Portugal for the year 1866.*

Although statistical accounts are made up in Portugal with great care, they are nevertheless only published at long and certain intervals, which diminishes the interest they may have as compared with running events. The following figures, taken from an official report, lately published on the trade and commerce of Portugal for the year 1866, may serve, it is presumed, to give an estimate of the resources which this country derives from its commerce, and at the same time show what part of that trade and corresponding duties are contributed by the United States. The value of the whole amount of exports in 1866 was as follows:

Estimated value of imports.....	\$29,
Estimated value of exports.....	21,

Estimated value of goods landed and reshipped.....	\$2, 397, 806 66
Estimated value of goods in transit.....	384, 338 89
Estimated value of goods from one vessel to another.....	90, 343 22
Total estimate.....	53, 668, 355 69

The duties levied on these goods were as follows :

On imports.....	\$7, 383, 673 82
On exports.....	154, 886 22
On re-exports.....	22, 659 34
On transit.....	506 86
On change of vessel.....	58 10
Total of customs duties.....	7, 561, 784 34

The countries which represent the preceding values of imports and exports are the following :

Countries.	Imports.	Exports.
Austria.....	\$106, 836 33	.....
Belgium.....	6, 758 66	\$136, 608 22
Denmark.....	3, 802, 741 11	3, 379, 880 55
France.....	9, 024 44	93, 100 22
German States.....	558, 760 11	241, 154 34
Germany and colonies.....	4, 464, 758 00	720, 421 00
Great Britain.....	14, 850, 370 00	13, 172, 983 89
India and colonies.....	2, 609, 712 11	1, 497, 831 11
Ireland.....	263, 942 55	253, 554 89
Italy.....	72, 403 78	336, 685 44
Netherlands.....	179, 736 33	7, 854 66
Spain.....	1, 197 55	.....
Portuguese African colonies.....	872, 194 66	609, 759 00
Portuguese Asian colonies.....	63, 473 55	31, 094 77
Portuguese colonies.....	277, 085 22	200, 349 22
Spanish colonies.....	3, 144 44	23, 070 00
Argentine Republic.....	72 55	.....
Chile.....	130, 634 55	.....
Colombia.....	1, 216 11	27, 657 11
Costa Rica.....	586, 844 89	300, 268 77
Sweden and Norway.....	525, 804 22	174, 972 33
Sri Lanka.....	15, 366 66	.....
Sudan (unknown).....	69, 926 33	.....
Switzerland and flotsam.....	2, 039 66	.....
For ship's use.....	.....	114, 577 59
Total.....	29, 474, 043 81	21, 321, 823 11



The preceding table shows, therefore, that the amount of imports being \$29,474,043 81, and the exports being \$21,321,823 11, the difference or balance of trade against Portugal is \$8,152,220 70. The class of goods which formed the whole trade of the country, (\$53,668,355 69,) together with the corresponding duties levied thereon, is shown in the following statement, viz:

Class of goods.	Imports.	Exports.	Re-exports.	In transit.	Change of ship.	Duties levied.
Live animals .....	\$1,071,800 33	\$227,270 55	.....	\$4,166 67	.....	\$94,466 19
Skins & animal prod'ts .....	1,778,783 22	1,426,063 77	\$149,454 67	456 89	\$19,291 78	257,792 22
Fisheries .....	1,721,985 11	212,823 55	224,549 00	.....	15 00	539,042 32
Wool and furs .....	2,263,578 89	639,506 10	79,601 78	48,360 00	1,951 11	674,790 29
Silk goods .....	791,132 66	115,921 70	15,344 56	.....	.....	129,422 45
Cotton goods .....	6,296,220 77	460,773 00	872,483 78	.....	5,490 00	9,232,399 94
Hemp and linen goods .....	734,710 77	72,714 55	56,537 11	.....	.....	94,873 15
Timber and wood .....	571,528 22	810,321 88	1,017 12	10,214 44	.....	653,670 65
Farinaceous goods .....	2,493,796 22	278,940 60	107,143 33	33,561 11	1,851 22	287,017 25
Colonial goods .....	4,090,322 33	277,004 04	409,775 44	.....	25,513 89	3,746,301 26
Vegetable matter .....	647,241 77	2,758,028 44	159,147 55	6,722 22	23,809 78	119,105 25
Metals .....	3,620,463 77	2,619,155 60	25,633 44	18,952 22	1,412 78	180,220 08
Minerals .....	1,109,692 66	1,567,412 00	4,491 89	191,296 45	.....	30,917 89
Liquors .....	300,588 66	8,584,905 44	99,007 44	.....	1,864 44	214,763 67
Glass, crystal, and pottery .....	256,826 22	33,655 77	70,899 89	1,983 33	50 00	59,771 22
Paper and its appliances .....	270,381 33	66,381 70	8,034 22	5,902 22	744 44	34,228 94
Chemical products .....	284,174 89	309,835 80	6,645 22	.....	75 00	30,314 89
Divers products .....	989,597 77	42,304 00	18,188 22	117 78	1,500 54	17,293 65
Divers manufactures .....	789,916 44	318,795 54	89,850 00	62,605 56	6,243 22	101,682 65
Mixed tissues .....	102,311 78	.....	.....	.....	.....	41,637 65
Total .....	29,474,043 81	21,321,823 11	2,397,806 66	334,338 89	90,343 22	7,561,784 22

Turning now to that part of the preceding returns which especially regards the United States, we find that the following details make up the estimated or reported value of trade with Portugal, viz:

Class of goods imported.	In foreign vessels.	Duties levied.	Value of imports in Portuguese vessels.	Duties levied.	Total imports.
Live animals .....	\$10 00	\$2 40	\$12 00	30 25	\$22 25
Fisheries .....	38 00	9 48	2,632 77	146 00	2,778 25
Wool and furs .....	2,328 00	53 60	591 77	67 00	2,942 37
Silk goods .....	.....	.....	63 55	12 27	75 82
Cotton goods .....	2,141 11	410 30	1,798 66	209 33	2,408 99
Hemp and linen goods .....	180 00	24 20	254 88	43 50	338 38
Timber and its appliances .....	75,986 44	3,931 56	192,308 22	8,799 42	198,994 12
Farinaceous goods .....	66,765 00	6,208 00	17,242 11	1,583 06	74,550 17
Colonial articles .....	54,400 00	228,082 42	17,178 66	61,456 57	259,627 65
Divers vegetable products .....	36,039 44	142 44	5,372 77	90 45	41,644 11
Metals .....	1,242 80	734 07	26,771 22	787 56	28,335 65
Minerals .....	47,233 78	9,190 02	55,043 11	10,923 92	108,270 83
Liquors .....	1,467 00	891 80	199 55	138 00	2,496 35
Glass and pottery .....	424 00	47 29	863 22	418 05	1,349 56
Paper and its appliances .....	93 11	28 11	342 11	21 75	485 07
Chemical products .....	57 33	5 84	166 55	11 15	230 87
Divers compounds .....	1,838 11	100 64	1,735 00	338 44	2,173 19
Divers manufactures .....	12,564 90	1,430 35	3,065 22	808 93	16,869 40
Mixed tissues .....	12 66	9 44	3 33	4 25	29 68
Skins and animal products .....	560 00	50 00	870 00	175 00	1,455 00
Total .....	203,277 68	249,451 96	256,462 70	86,099 92	539,640 24

On examining the preceding table, we find that the principal class of goods imported from the United States in 1866 into Portugal was wood, comprising lumber and manufactured articles in wood, \$198,292 65; minerals, (in this class is included mineral oil—petroleum—which forms the principal item,) \$102,276 89; farinaceous goods, (being wheat, flour, and a little corn,) \$84,007 11; colonials, (sugar, tea, tobacco, &c.,) \$71,578 66; vegetable produce, (dyewoods and extracts,) \$41,372 22.

d their applications, \$28,014 02. The difference of duties  
ween goods imported in foreign and Portuguese vessels is owing  
ective law, which gives the latter a reduction of one-fifth, or  
r cent., on the customs duty on their cargoes. It must be  
l that the figures given in all the preceding statements give  
ted value of the goods which were actually cleared at the cus-  
s of the country for actual consumption, and not the total  
oods imported, and part whereof may have still remained in  
n-stores for ulterior destination. The customs regulations  
oods to be stored for twelve months free of charge, and for  
more at a moderate charge per month and per one hundred  
weight.

res given herein embrace the statistics of the different cus-  
s of Lisbon, Oporto, Figueroa, Algarve, the Azores, and  
l together.

pecial regard to the port of Lisbon, the number and particu-  
erican vessels entered and cleared are as follows :

	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
.....	6	2,427	93	3	446	25
.....	1	393	11	4	2,510	59
.....	7	2,820	104	7	2,956	84

owing table gives the value of exports from Portugal to the  
ites in 1866 :

	In Portuguese vessels.	In foreign ves- sels.	Duties paid.	Total of exports.
al products.....	\$473 33	\$2 00	\$2 37	\$475 33
.....				
.....	55 55	1,028 00	5 42	1,083 55
.....	21,182 21	500 00	108 29	21,682 21
.....	228 44	57 77	30	286 21
.....	400 88		3 89	400 88
.....	54,322 22	527 00	215 98	54,849 22
.....	78 33	266 66		344 99
.....	1,164 44	93 33	6 29	1,257 77
.....	115,080 88	20,475 55	965 45	135,556 43
.....	2 22		10	2 22
.....	4 44		02	4 44
.....	17,887 77	2,977 77	104 32	20,865 54
.....	14 44	43,331 11	21 56	4,345 55
.....				
.....	210,895 15	30,259 19	1,433 90	241,154 34

ifying the foregoing figures in the order of their importance,  
at the principal exports to the United States were liquors,  
nprises wine, olive oil, &c.,) \$135,556 43; vegetable matter,  
ks and corkwood,) \$54,849 22; timber and wood, \$21,682 21;  
roducts, (sea salt, &c.,) \$20,865 54. The total amount of  
orted from the United States being \$559,840 38, and the  
ing \$241,154 34, a balance arises in favor of the United States  
\$ 04. The foregoing statements and figures do not certainly  
ry important trade to exist between the two countries, when  
with certain other nations, but there are certain articles of

export from the United States which are steadily increasing in importance, such as petroleum, wheat and flour, and clocks; and it is regretted that lumber, such as deal planking, beams, and rafters for house-building, and pitch-pine spars for masts and yards of vessels, are not more frequently sent to Lisbon, where, no doubt, they would find a fair sale. In the Azores Islands, I am informed, American lumber is almost exclusively imported and used in house-building, and in some of my former reports I have called attention to this especial article of importation.

#### EXCHANGES.

Although, in the reduction of all the foregoing figures from marks into American dollars, I have, for facility of calculation in the United States, employed the par of nine hundred reas per dollar, the actual par of the American dollar is taken, among the commercial community, at one hundred and twenty reas, based on the value in the market of American gold eagles, say eighteen thousand four hundred reas each.

The exchange on London varies but slightly, according to the demand for or abundance of bills in the market, but may now be quoted as follows: For thirty days' sight,  $52\frac{1}{2}d.$  per millrea; sixty days' sight,  $52\frac{3}{4}d.$  per millrea; ninety days' date bills,  $52\frac{1}{8}d.$  per millrea.

There is no fixed rate of exchange between Portugal and the United States, as, unfortunately, the trade existing between the two countries is not of sufficient importance to establish direct operations of a regular nature. Accounts are generally settled by remittances on London. The British sovereign is a legal tender for four thousand five hundred reas in this country. Charter-parties from the United States to Portugal are frequently made out with freight payable here in pounds sterling. This should not be the case for the benefit of ship-owners, because the British sovereign brings, as aforesaid, a legal tender of four thousand five hundred reas. Ship-masters are sometimes obliged by the merchants to pay them, in payment of their freight, as one pound sterling, where they become losers, especially if desired or instructed by their owners to make remittances to London, which very frequently happens.

To put the case more clearly, I will give an example: Ship freight, or charter-party, is made out in the United States payable, on delivery of cargo in Lisbon, in pounds sterling, say £100. The merchant has the captain one hundred sovereigns in full, and the latter, desiring to take the same to London, goes to the banker and procures a bill for £100 sterling at thirty days' sight, which, at exchange of  $52\frac{1}{2}d.$ , costs 5,250 reas. The captain having only one hundred sovereigns, or, at the legal tender of 4,500 reas, 450,000 reas, has to add thereto, out of his pocket, 7,143 reas, or over one and a half per cent. loss on the transaction. To avoid this, charter-parties and freights ought to be made payable in dollars, at the rate of 920 reas each, or in sterling, at exchange of three days' sight paper on London, on the day of payment.

Oporto.—H. W. DIMAN, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Wine.....	\$5,579 04
Legal.....	6,094 73
Boxwood and corks.....	5,119 30
Jewelry.....	57 58
Horns.....	109 80
Total for quarter ended December 31, 1867.....	16,960 45
Total for quarter ended March 31, 1868.....	30,345 02
Total for quarter ended June 30, 1868.....	9,839 07
Total for quarter ended September 30, 1868.....	5,504 19
Grand total.....	62,648 73

FAYAL.—C. W. DABNEY, *Consul*.

MARCH 31, 1868.

*Statement showing the description and quantity of the exports from this port to the United States during the quarter ended this day.*

	Reas.
Raw hats.....	174,550
Embroidery.....	294 750
Wool.....	3,183,140
Total for quarter ended March 31, 1868.....	3,652,440
Total for quarter ended June 30, 1868.....	1,730,844
Total for quarter ended September 30, 1868.....	7,555,176
Grand total.....	12,938,460

SANTIAGO, CAPE VERDE ISLANDS.—BENJ. TRIPP, *Consul*.

JUNE 30, 1868.

*The exports from this port to the United States, during the quarter ended this day, were, of assorted merchandise, of the value of \$7,332 49.*

FUNCHAL, MADEIRA.—CHARLES A. LEAS, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Embroidery.....	\$46 30
Wool.....	1,620 00
Total for quarter ended December 31, 1867.....	1,666 30
Total for quarter ended September 30, 1868.....	831 80
Total for six months.....	2,498 10

Return of shipping at the port of Funchal for the year 1867.

ENTERED.

Nationality.	With cargo.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British .....	109	28,735	1,756	83	51,067	2,787	191	79,782	
Portuguese .....	79	17,786	1,179	12	10,363	499	91	28,149	
American .....	3	823	26	3	3,024	121	6	3,847	
Italian .....				3	780	31	3	780	
Spanish .....	2	158	15	2	194	16	4	352	
Dutch .....				2	180	12	2	180	
French .....	1	24	3	5	1,345	69	6	1,369	
Austrian .....				1	439	13	1	439	
Swedish .....				1	474	13	1	474	
Brazilian .....				3	1,054	81	3	1,054	
Prussian .....	1	855	13				1	855	
	195	48,381	2,992	115	68,920	3,642	310	117,281	

CLEARED.

British .....	31	15,271	1,019	162	64,630	3,511	193	79,901	
Portuguese .....	30	6,925	497	63	21,446	1,205	93	28,371	
American .....				5	3,548	138	5	3,548	
Italian .....				3	780	31	3	780	
Spanish .....				4	352	31	4	352	
Dutch .....				2	180	12	2	180	
French .....				6	1,369	72	6	1,369	
Austrian .....				1	439	13	1	439	
Swedish .....				1	474	13	1	474	
Brazilian .....				3	1,054	81	3	1,054	
Prussian .....				1	855	13	1	855	
	61	22,196	1,516	251	95,127	5,120	312	117,323	



Statement showing the description, quantity, and value of the imports into Funchal, and country of production, for the year 1867.

Articles.	From Great Britain.		From British Colonies.		From Portugal.		From France.		From Brazil.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Bacon and hams.....	2, 801	\$1, 350	402	\$100	9, 670	\$1, 634	.....	.....	.....	.....
Beer.....	13, 197	1, 676	45	10	.....	.....	.....	.....	.....	.....
Cheese.....	10, 523	4, 305	150	70	.....	504	.....	.....	.....	.....
Coal.....	18, 000	132, 561	.....	.....	.....	.....	.....	.....	.....	.....
Coffee.....	2, 726	132, 857	1, 838	360	4, 792	1, 146	.....	.....	7, 883	\$1, 725
Cotton, (goods).....	132, 988	136, 780	.....	.....	5, 013	5, 152	144	\$255	.....	.....
Drugs.....	2, 195	1, 060	.....	.....	2, 756	1, 734	.....	.....	.....	.....
Earthenware.....	19, 501	4, 182	84	25	32, 296	3, 406	286	192	.....	.....
Salt fish.....	47, 958	5, 624	109, 866	10, 042	195	48	.....	.....	.....	.....
Flour.....	31, 831	4, 032	.....	.....	928	45	4, 387	460	.....	.....
Corn.....	.....	.....	.....	.....	1, 959, 911	52, 620	.....	.....	.....	.....
Iron, (ware).....	103, 247	14, 197	.....	.....	31, 986	7, 054	.....	.....	.....	.....
Leather.....	1, 495	2, 187	.....	.....	24, 242	14, 369	1, 109	547	.....	.....
Linen, (goods).....	59, 633	20, 632	.....	.....	4, 028	2, 772	101	80	.....	.....
Sundries.....	.....	258, 360	.....	8, 593	.....	158, 149	.....	3, 215	.....	.....
Oil, (olive).....	269	150	.....	.....	92, 203	17, 537	.....	.....	.....	.....
Rice.....	300, 509	21, 046	.....	.....	41, 519	2, 979	.....	.....	.....	.....
Salt.....	.....	.....	.....	.....	2, 480, 500	3, 420	.....	.....	.....	.....
Silk, (manufactures).....	322	15, 420	.....	.....	169	1, 560	19	1, 421	.....	.....
Soap.....	8, 314	1, 540	.....	.....	79, 072	11, 739	.....	.....	.....	.....
Spirits.....	5, 896	2, 204	498	918	14, 267	3, 846	811	355	.....	.....
Sugar.....	13, 012	2, 848	1, 034	120	.....	.....	.....	.....	425	\$72
Tea.....	4, 833	5, 137	.....	.....	355	541	.....	.....	.....	.....
Lumber.....	.....	.....	79, 019	45, 260	.....	.....	.....	.....	.....	.....
Tobacco.....	1, 194	3, 462	421	270	20, 382	48, 600	1, 741	2, 631	.....	.....
Wheat.....	52, 600	7, 126	.....	.....	526, 160	24, 140	.....	.....	.....	.....
Wool, (manufactures).....	23, 807	57, 971	.....	.....	.....	3, 413	320	1, 676	.....	.....
Staves.....	6, 728	1, 031	45, 213	3, 220	2, 171	.....	.....	.....	.....	.....
Total.....	.....	705, 798	.....	68, 288	.....	366, 408	.....	10, 832	.....	1, 797

NOTE.—All the figures, under the heads "value," are in United States gold currency.

Statement showing the description, quantity, and value of the imports, &c.—Continued.

Articles.	From Morocco.		From United States.		From Holland.		From Spain.		From Norway.		Total.	Total.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantities.	Values.
Bacon and hams . . . . .	..	..	..	..	..	..	..	..	..	..	12, 963	\$3, 840 00
Beer . . . . .	..	..	..	..	..	..	..	..	..	..	13, 242	1, 686 00
Cheese . . . . .	..	..	..	..	..	..	..	..	..	..	12, 340	4, 879 00
Coal . . . . .	..	..	..	..	..	..	..	..	..	..	18, 000	132, 561 00
Coffee . . . . .	..	..	..	..	..	..	..	..	..	..	17, 239	4, 088 00
Cotton, (goods) . . . . .	..	..	..	..	..	..	..	..	..	..	138, 145	142, 187 00
Drugs . . . . .	..	..	..	..	..	..	..	..	..	..	4, 951	2, 794 00
Earthenware . . . . .	..	..	..	..	..	..	..	..	..	..	52, 167	7, 815 00
Salt fish . . . . .	..	..	..	..	..	..	..	..	..	..	165, 863	16, 664 00
Flour . . . . .	..	..	18, 857	\$2, 249	..	..	..	..	..	..	55, 904	6, 786 00
Corn . . . . .	2, 211, 596	\$50, 577	..	..	..	..	..	..	7, 834	\$390	4, 171, 507	103, 197 00
Ironware . . . . .	..	..	..	..	..	..	..	..	..	..	135, 233	21, 251 00
Leather . . . . .	..	..	..	..	..	..	..	..	..	..	26, 846	17, 103 00
Linen, (goods) . . . . .	..	..	..	..	..	..	..	..	..	..	63, 762	23, 484 00
Sundries . . . . .	..	..	..	2, 092	..	..	..	..	..	..	..	434, 192 40
Oil, (olive) . . . . .	..	16, 920	..	..	..	\$449	..	..	..	..	..	17, 587 00
Rice . . . . .	..	..	..	..	..	..	..	..	..	..	92, 472	24, 025 00
Salt . . . . .	..	..	..	..	..	..	..	..	..	..	342, 028	34, 200 00
Silk, (manufactured) . . . . .	..	..	..	..	..	..	..	..	..	..	2, 480, 500	18, 401 00
Soap . . . . .	..	..	..	..	..	..	..	..	..	..	87, 386	13, 279 00
Spirits . . . . .	..	..	..	..	21, 443	3, 927	..	..	..	..	41, 915	10, 551 00
Sugar . . . . .	..	..	..	..	253	48	..	..	..	..	14, 724	3, 088 40
Tea . . . . .	..	..	17	54	..	..	..	..	..	..	5, 205	5, 732 00
Lumber . . . . .	..	..	106, 878	4, 214	..	..	..	..	..	..	185, 897	8, 740 00
Tobacco . . . . .	..	..	..	..	149	435	..	..	..	..	23, 888	55, 398 00
Wheat . . . . .	..	..	..	..	..	..	..	..	..	..	578, 760	31, 286 00
Wool, (manufactured) . . . . .	..	..	..	..	..	..	..	..	..	..	26, 898	63, 060 00
Staves . . . . .	..	..	53, 736	7, 020	..	..	..	..	..	..	105, 677	11, 971 00
Total . . . . .	..	67, 497	..	15, 629	..	4, 859	..	16, 424 40	..	890	..	1, 219, 125 40

NOTE.—All the figures under the heads "value" are in United States gold currency.

Statement showing the description, quantity, and value of the exports from the port of Funchal during the year 1887.

Articles.	To Great Britain.		To British Colonies.		To Portugal.		To France.		To United States.		To supply of shipping.		Total.	Total.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantities.	Values.
Meat, (salt).....kil.	.....	.....	3,300	\$325	37,015	\$4,639	.....	.....	.....	.....	.....	.....	40,315	\$4,984 00
Brandy, (cane)....litres.	16	\$12	.....	.....	.....	1,200	.....	.....	.....	.....	.....	.....	.....	1,212 00
Coal, (for shipping) ..tons.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,066	\$94,271 00	9,986	\$4,271 00
Embroidery.....kil.	1,699	\$4,284	.....	.....	1,195	7,879	.....	.....	.....	.....	.....	.....	3,094	\$2,156 00
Hides.....kil.	.....	.....	.....	.....	29,357	7,786	.....	.....	.....	.....	.....	.....	28,357	7,786 00
Butter.....kil.	.....	.....	.....	.....	.....	34,840	.....	.....	.....	.....	.....	.....	.....	101,268 00
Onions.....kil.	490	62,246	.....	3,948	.....	600	.....	.....	.....	.....	.....	.....	290,530	3,680 00
Oranges.....kil.	7,330	268	289,180	3,051	810	20	4,000	.....	.....	.....	.....	.....	7,530	988 00
Potatoes.....kil.	5,340	133	63,285	1,292	3,316	106	1,078	.....	.....	.....	.....	.....	73,119	1,681 00
Sugar, (muscovado). kil.	185	38	.....	.....	267,380	64,766	.....	.....	.....	.....	.....	.....	267,565	64,904 00
Wine.....litres.	258,950	146,604	2,799	1,597	40,159	18,400	.....	.....	27,661	14,080	11,399	2,448 40	346,961	183,130 40
Total.....	.....	223,614	.....	10,143	.....	139,609	.....	860	.....	14,308	.....	96,719 40	.....	495,254 40

NOTE.—All the figures under the heads "value" are in United States gold currency.

SEPTEMBER 30, 1868.

In compliance with regulations, I have the honor herewith to transmit the usual annual statement of the trade of this island for the year 1867. Inclosure No. 1 will exhibit the total importations during the above named period; No. 2, the exportations; and No. 3, a return of shipping. These inclosures are so minute in their details that I have deemed further comment unnecessary.

## AMERICAN TRADE WITH MADEIRA.

The trade between this island and the United States during the past six months has been quite brisk, having run up to sixty-one thousand nine hundred and thirty-five dollars and one cent (\$61,935 01) in the importations alone. This amount was under the United States flag. There were also some importations under foreign flags, direct and indirect, which will probably swell the amount from seventy-five to eighty thousand dollars in gold. During the same period the exportations have only amounted to some eight hundred dollars, showing, therefore, a very large balance in our favor.

## THE SUGAR-CANE YIELD OF 1868.

The sugar-cane of this year was not probably so rich in saccharine matter as last, yet nevertheless the aggregate yield was very good, having been as follows, viz: Sugar, including all qualities, 2,100,000 pounds, valued at \$190,312 50; molasses, 70,000 gallons, producing in redistilled brandy 36,000 gallons, valued at \$1 per gallon, \$36,000; brandy manufactured direct from the cane, 328,000 gallons, valued at sixty-five cents per gallon, \$213,200; making a grand total for the cane as follows:

Sugar.....	\$190,312 50
Molasses brandy.....	36,000 00
Brandy, (direct from cane).....	213,200 00
Total.....	<u>439,512 50</u>

A considerable amount of this brandy, namely, the usual annual product of the island, has been used up in the curing of Madeira wine; and such has been the adulteration of the wine heretofore with this new brandy that I consider the former to have been much damaged in its reputation thereby, as the common and unpleasant smell of the brandy has in most cases destroyed the natural boquet and flavor of the wine. This error, I think, they are now discovering, and many persons are using less brandy, say about four or five per cent. instead of ten to fifteen as formerly. Indeed, I am convinced that even five per cent. is too much, and that three to four per cent. would be probably quite enough to preserve the wine from injury in the process of shipping.

The price of the *mousto*, or juice of the grape, this season, ranges from \$4 50 to \$6 for south side; \$3 50 to \$4 for north, and \$3 50 for Porto Santo—that is, per barrel of twelve gallons. The yield of the wine this year, it is presumed, will be from seven to eight thousand pipes of one hundred and ten gallons to the pipe, against some five thousand last year.

I inclose a price-current, marked No. 4.

As there are no prices-current published in this place, or regular rates

ange, I have the honor to report in this form, for the information department and our commercial interests generally, such facts as relate to the trade movements of the island as are deemed worthy of notice as have any bearing, collateral or otherwise, upon the interests of the government, or the commercial welfare of our citizens, such as the current, and supply and demand of articles produced or manufactured on the island, that do or could find a market in the United States and of such articles of American growth or manufacture as do not find a market in Madeira; also information in regard to currency, exchange, import duties, prohibitions, privileges, restrictions, tonnage, and harbor dues, warehousing, sanitary regulations, facilities, customs and mercantile regulations, commissions for buying and selling merchandise and bills of exchange, and advances on letters of credit, the prices and character of coal for steamships, fresh provisions and water, and finally, for the information of the price of house rents, horse, hammock, palanquin, and other articles.

*Prices current of the island products.*

Wheat, 20 cents per pound; fresh wheat bread, 10 cents per pound; tallow candles, 20 cents per pound; crackers, 10 cents per pound; children's dresses, \$5 to \$10 each; white shawls, \$2 50 to \$4 50 each; black silk shawls, \$7 to \$10 each; fresh fish, 10 to 15 cents per pound; island wheat, 20 cents per alquier; corn, 70 cents per bushel; apples, 50 cents per hundred; bananas, 80 cents per bunch; chestnuts, 60 cents per hundred; pears, 80 cents per hundred; walnuts, 60 cents per alquier; wheat, 80 cents per bushel; corn, 60 cents per alquier; honey, \$1 per bottle; beef, 17 cents per kilogram; mutton, 30 cents per pound; chickens, \$1 50 to \$3 per dozen; ducks, 45 cents per dozen; turkeys, \$1 to \$2 25 each; brown sugar, 10 cents per arroba; white sugar, 60 cents per hundred; potatoes, 50 cents per arroba; sweet potatoes, 40 cents per arroba; other vegetables, 3 cents per pound; Madeira wine, \$130 to \$250 per pipe; old dry wine, \$300 to \$500 per pipe; Sercial wine, \$400 to \$600 per pipe; Bual wine, \$500 to \$600 per pipe; Tinta wine, \$150 to \$250 per pipe; Malmsey wine, \$600 per pipe; water for shipping, \$1 80 per tun.

One kilogram, equal to 2 pounds 3 ounces; 256 alquiers, equal to 100 bushels; 1 arroba, equal to 4 gallons; 1 pipe, equal to 100 gallons. The island produces cereals sufficient for the subsistence of its population for about six months of the year.

*Prices current of imported articles.*

The following will exhibit the prices current of all articles imported that can interest the States government or the American merchant or manufacturer, viz:

Sperm, (duty four cents per pound,) 40 cents per pound; candles, stearine, (duty four cents per pound,) 32 cents per pound; coal, anthracite, (duty free,) \$10 10 per ton; coal, bituminous, (duty free,) \$9 60 per ton; codfish, (duty one cent per pound,) 10 cents per pound; herrings, (duty \$1 50 per barrel,) \$9 60 per barrel; Ohio round, (duty \$1 per barrel,) \$9 50 per barrel; corn-meal, (duty seven cents per bushel,) 10 cents per alquier; lumber, (duty according to size—about \$1 per thousand feet,) \$27 per thousand feet; staves, pipe, (duty from eight to sixty-eight cents, according to thickness,) \$20 per hundred; molasses, (duty \$2 40 per 100 pounds,) 15 cents per pound; sirup, golden, (duty \$2 40 per 100 pounds,) 15 cents per pound; rosin, (duty one cent per pound,) 6 cents per pound; turpentine, spirits of, (duty ten cents per gallon,) \$1 20 per gallon; pitch, (duty one cent per pound,) 6 cents per pound; tar, (duty fifteen cents per barrel,) 4 cents per pound; oil, olive, (duty free,) \$1 50 per gallon; oil, petroleum, (duty 70 cents per 100 kilograms,) 70 cents per gallon; beef, mess, (duty one cent per pound,) 4 cents per pound; pork, (duty one cent per pound,) \$20 per barrel; lard, (duty one cent per pound,) 20 cents per pound; butter, (duty six cents per pound,) 30 cents per pound; rice, Carolina, (duty one cent per pound,) 11 cents per pound; rice, Patna, (duty one cent per pound,) 9 cents per pound; soap, (duty two cents per pound,) castile, 10 cents per pound; Windsor, 30 cents per pound; common brown, 8 cents per pound; cocoado, (duty three cents per pound,) 10 cents per pound; sugar, refined, (duty one cent per pound,) 14 cents per pound; tobacco, chewing, (duty \$1 10 per 100 pounds,) \$1 80 per pound; cigars, (duty \$2 per kilogram,) \$2 to \$3 per hundred. Tobacco is only admitted in vessels of more than one hundred and twenty tons, and in packages of more than forty kilograms.



## CURRENCY.

Accounts in Madeira are kept in reis—an imaginary coin—on which is equal to one-tenth of a cent, one thousand reis being equal to a dollar. The only coins that circulate are the British, American, and Spanish. The British sovereign is valued at 4,800 reis, or \$4 80; the Portuguese 200 reis, or 20 cents; the old Spanish doubloon at \$16, and the new Spanish doubloon at \$14 50.

## EXCHANGE.

The par of exchange on London is \$4 80 to the pound sterling. Good bills at short dates, for small amounts, can generally be procured at that price, and in no case should the discount be over 1 per cent. The rate to-day is three per cent. premium—average for the year.

## EXPORT DUTIES.

Since the abolition of the export duty on wine there remains a small export duty on a few articles, such as embroidery, but it does not amount to more than one per cent. The export duty on wine and dollars the pipe is restored.

## LIGHTERAGE.

The cost of lighterage is about forty cents per ton, and is the same for cargo and cooperage, paid by the shipper.

NOTE.—The above prices are not the current, but the average during the year past, as near as possible.

## PORT CHARGES.

There are no port charges whatever, except for the visit of the customs arriving and departing, which in the aggregate will amount to ten dollars per vessel, including the bill of health. During the unloading and loading of vessels two custom-house officers are on board, who receive, at the ship's expense, sixty cents per day.

## IMPORT DUTIES.

The duties are assessed either by weight or measure. Goods which do not pay an *ad valorem* duty. These, however, the authorities may, if they suspect undervaluation, to confiscate, and allow 10 per cent. over the stated price. The manifest must state the quantity and weight of each package, and each package must also be marked on it. The customs charges for entering and storing amount to about seven dollars.

## WAREHOUSING, BOUNTIES, AND DRAWB

## SANITARY REGULATION AND HOSPITAL FACILITIES.

The regulations of the port require that the bill of health shall, in all cases, be exhibited to the boarding officer, certified by the Portuguese consul of the port last cleared from; otherwise the vessel will be quarantined for three days. There are no hospital dues collected, but a very fine hospital is at the disposal of vessels, the charge being fifty cents per day for each person. If vessels arrive from a suspected or infected port they are liable to be sent to Lisbon to perform quarantine. There is now a lazaretto established here.

## PROHIBITIONS, PRIVILEGES, AND RESTRICTIONS.

There are no prohibitions, except that products cannot be imported into Madeira under any foreign flag but that of the country in which they were produced, otherwise than by the payment of twenty per cent. addition to the regular duties.

## FREIGHTS.

The demand for tonnage to the United States is generally limited, the principal article of export being wine, which has but a limited consumption in America. The rate to-day is none offering; average for the year, about fourteen dollars the ton, or seven dollars the pipe.

## COMMISSIONS.

The usual commissions charged for purchasing and selling merchandise, and for ship's disbursements, are five per cent.; for negotiating bills and advancing money on letters of credit, one per cent.

## SOUTHERLY GALES.

All vessels visiting Madeira in the winter season should be provided with good, strong anchors and chains, otherwise they may receive damage from the southerly gales, which occasionally visit this island in that period.

## HOUSE RENTS.

Good, comfortable houses, furnished, can always be had for from £50 to £100 per season or year.

## HORSE, HAMMOCK, PALANQUIN, AND OX-CAR HIRE.

These are always to be had for thirty cents per hour, or hammock and palanquin bearers for seven or eight dollars per month.

## PORT REGULATIONS.

Every master of merchant vessels is required to bring two manifests of the same tenor, signed by himself, which he must deliver to the custom-house officer on his arrival on board, together with a list of the crew, a list of passengers, and their luggage, and a list of all provisions and stores existing on board—all likewise signed by himself. The manifests must declare the name and tonnage of the vessel; the nation she belongs to; her port of loading; names of shippers and of those to whom

the goods are consigned, specifying minutely the quantity and quality of the goods and packages, their marks, numbers, weight, and value. The manifests must be signed by the Portuguese consul at the port of loading, or, in his absence, by the local authority.

In the act of delivering the manifests to the custom-house officer on board, and only then, the master may add thereto, as an addition, any articles or goods (except tobacco) that he may have on board that have been omitted in the manifest, having been received on board when under weigh or after sailing, specifying the quantity, quality, marks, number, weight, and value of such goods. The master must also then declare any goods mentioned in the manifests he has had to throw overboard, sold, or otherwise disposed of. Within twenty-four hours after his arrival the master must go to the custom-house to sign his entry, thereby binding himself to conform to the port regulations.

Tobacco not manifested cannot be added to the manifests like other goods.

The master of a vessel when the cargo is discharged must again go to the custom-house to declare that there is no more cargo on his vessel on land.

When custom-house officers go on board of a vessel for the purpose of searching her, the master is bound to open all cupboards, drawers, boxes, and lockers, as may be required; and should he refuse to do so, or make difficulties, they may be broken open.

The master of a vessel cannot put up for loading without signing at the custom-house a declaration to that effect.

The master of a vessel is bound to receive on board the guards or petty officers that the visiting officer may deem proper to leave on board.

Whoever should in any way disobey or resist the custom-house officers while in the exercise of their duties is subject to the penalties the law inflicts on all of those who disobey or resist the laws of the country.

The master of a vessel is subject to a fine of from two dollars to two hundred dollars when he neglects to go to the custom-house to make his entry within the stipulated time as above; when the manifests are not made out as required above; when the manifests omit declaring any article or goods found on board; or, when any articles or goods manifested are not produced or forthcoming; when the manifests require have not been produced or delivered; when goods or any packages are found on board any vessel loading without a permit from the custom-house; when goods have been seized or arrested that have been discharged clandestinely; when goods are either discharged or taken on board in absence of the custom-house officers or guards; when in the act of searching the vessel any goods, packages, or articles be found on board not manifested or mentioned in the list of provisions and stores.

# **BELGIUM.**

**ANTWERP.—JOHN WILSON, Consul.**

**DECEMBER 31, 1867.**

*Statement showing the description and value of exports from this port to the United States during the quarter ended this day.*

	<b>Franca.</b>
Handkerchiefs.....	7,756 60
Pictures.....	109,231 76
Glass, glassware, and zinc, white.....	107,009 08
Paper and rags.....	48,251 91
Willows.....	14,837 28
Table rice.....	5,997 23
Cotton fabrics.....	4,550 20
Calfskins and hide cuttings.....	10,292 25
Hops.....	129,661 75
Petroleum.....	26,468 00
Church fixtures.....	2,670 00
Glue.....	8,279 59
Books.....	8,073 76
Sour-kroot and fruit.....	3,554 87
Iron.....	21,455 20
Animal black.....	3,189 75
Sundries.....	3,690 00
<b>Total for quarter ended December 31, 1867.....</b>	<b>514,969 28</b>
<b>Total for quarter ended March 31, 1868.....</b>	<b>332,273 45</b>
<b>Total for quarter ended June 30, 1868.....</b>	<b>220,996 71</b>
<b>Total for quarter ended September 30, 1868.....</b>	<b>367,140 91</b>
<b>Grand total.....</b>	<b>1,435,380 35</b>

## NETHERLANDS AND DEPENDENCIES.

ROTTERDAM.—ALBERT RHODES, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Clay, 285 casks.....	\$490 41
Coffee, 157 bags.....	3,392 00
Cheese, 435 boxes.....	3,141 00
Flax, 935 bales.....	47,393 63
Garancine, 170 casks.....	41,058 00
Gin, 346 casks.....	8,226 49
Herrings, 250 kegs.....	209 62
Madder, 418 casks.....	38 416 58
Pipes, (tobacco,) 2,640 boxes and 100 baskets.....	2,310 32
Seeds, 800 bags and 93 barrels.....	8,753 00
Tin, 1,000 slabs.....	13,686 60
Tow, 20 bales.....	520 00
<hr/>	
Total for quarter ended December 31, 1867.....	168,017 65
Total for quarter ended March 31, 1868.....	290,126 84
Total for quarter ended June 30, 1868.....	315,264 49
Total for quarter ended September 30, 1868.....	264,509 66
<hr/>	
Grand total.....	1,037,918 64

The following is a statement showing the description and quantity of the imports from the United States into this port during the quarter ended December 31, 1867: Ashes, 24 barrels; bark, 1,105 bags; extract of logwood, 557 boxes; lard, 400 barrels; petroleum, 47,718 barrels; rye, 32,891 bushels; rosin, 2,024 barrels; staves, 267,500 pieces; stems, 1,346 hogsheads; tobacco, 7,848 hogsheads; turpentine, 3,455 barrels; wood, 188 pieces.

MARCH 31, 1868.

The following is a statement showing the description and quantity of the imports into Rotterdam from the United States during the quarter ended this day: Apples, 287 barrels; ashes, 42 barrels; beef, 195 barrels; bark, 143 bags; cotton, 1,798 bales; flour, 4,116 barrels; lard, 2,160 barrels; logwood, extract of, 7,590 boxes; petroleum, 7,020 barrels; rosin, 4,003 barrels; rye, 9,432 bags; staves, 104,635 pieces; stems, 733 casks; tobacco, 2,478 hogsheads and 275 cases; tallow, 20 casks; turpentine, 100 barrels; wood, 18,432 pieces.

JUNE 30, 1868.

The importations into this port from the United States for the quarter ended June 30, 1868, are as follows: Bark, 100 bags; cotton, 2,283 bales; logwood, extract of, 2,150 boxes; flour, 207 barrels; lubricating oil, 3,788 barrels; lard, 100 barrels; petroleum, 13,668 barrels and 1,350 cases; rosin, 1,659 barrels; rye, 685 bags; staves, 36,610 pieces; tobacco, 852 hogsheads; turpentine, 100 barrels; wood, 229 pieces.



SEPTEMBER 30, 1868.

The importations into this port from the United States for the quarter ended September 30, 1868, are as follows: Ashes, 52 barrels; cotton, 337 bales; logwood, extract of, 3,900 boxes; flour, 576 barrels; honey, 36 casks; lubricating oil, 3,256 barrels; molasses, 6 casks; palm oil, 231 casks; petroleum, 33,893 barrels and 300 boxes; rosin, 10,775 barrels; staves, 68,687 pieces; stems, 746 casks; tallow, 75 casks; tobacco, 2,631 casks; turpentine, 1,275 barrels; wood, 1,154 logs.

The entire tonnage of the Netherlands for the years 1866 and 1867 was as follows:

In 1866 there were 112 ships, 284 barks, 550 brigs and schooners, 828 smaller vessels, and 42 steamers, with a total tonnage of 467,263 tons.

In 1867 there were 107 ships, 261 barks, 549 brigs and schooners, 760 smaller vessels, and 43 steamers, with a total tonnage of 448,286 tons.

Statement showing the description and value of the exports from the consular district of Rotterdam to the United States for the year 1868.

Articles.	Sept. 30 to Dec. 31, 1867.		Jan. 1 to March 31, 1868.		April 1 to June 30, 1868.		July 1 to Sept. 30, 1868.		Total value.
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	
Anchovy.....	325	\$446 00	146	\$170 00	.....	.....	.....	.....	\$616 00
Cheese.....	435	4,141 00	200	1,381 30	.....	.....	2,001	\$11,887 28	17,082 25
Coffee.....	157	3,392 00	3,333	65,683 15	.....	.....	652	12,017 37	127,726 56
Clay.....	285	890 41	100	895 00	.....	.....	631	3,180 49	8,133 66
Flax.....	935	47,303 63	742	38,339 40	.....	.....	126	9,855 03	121,260 72
Garancine.....	170	41,058 00	188	49,607 25	.....	.....	476	152,717 69	339,242 60
Gum damar.....	.....	.....	50	1,152 74	.....	.....	100	2,806 52	3,959 26
Gln.....	1,434	34,740 86	1,622	37,768 81	.....	.....	1,963	39,879 30	154,338 34
Herrings.....	35,825	32,791 12	11,170	10,223 60	.....	.....	13,673	17,599 00	67,638 02
Lead.....	.....	.....	1,801	9,910 23	.....	.....	.....	.....	11,015 60
Mace.....	.....	.....	.....	.....	.....	.....	.....	.....	4,829 84
Madder.....	418	38,416 58	402	41,632 90	.....	.....	38	4,829 34	222,357 48
Nutmega.....	.....	.....	10	1,396 34	.....	.....	294	39,514 28	17,884 32
Do.....	.....	.....	.....	.....	.....	.....	102	12,167 70	9,215 77
Petroleum.....	.....	.....	6,352	4,770 00	.....	.....	1,125	804 10	10,765 22
Pipes, (tobacco).....	100	2,310 32	300	3,461 40	.....	.....	.....	.....	15,449 98
Do.....	2,640	10,928 26	3,870	1,151 52	.....	.....	3,040	2,394 00	1,063 40
Seeds.....	850	.....	118	.....	.....	.....	3,000	2,505 40	44,472 76
Do.....	107	650 00	50	260 00	.....	.....	.....	.....	3,518 00
Stockfish.....	125	13,686 60	1,400	19,525 20	.....	.....	25	153 40	1,179,569 78
Tin.....	1,000	520 00	94	2,948 00	.....	.....	200	2,909 62	.....
Tow.....	20	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	230,424 78	.....	290,126 84	.....	344,792 14	.....	315,226 02	.....

**Countries whence arrived and whither sent.**

	ENTERED.						CLEARED.					
	1866.			1867.			1866.			1867.		
	Vessels.	Steamers.	Total.	Vessels.	Steamers.	Total.	Vessels.	Steamers.	Total.	Vessels.	Steamers.	Total.
East India colonies of the Netherlands .....	106		106	109		109	48		48	51		51
Cape of Good Hope.....				2		2	1		1			
Singapore, Hong Kong, and British India .....	18		18	12		12	12		12	8		8
China .....	2		2	2		2						
Japan.....							1		1			
Australia.....							5		5	2		2
United States of America .....	60		60	97		97	35		35	30		30
Canada .....	1		1									
West Indies .....	11		11	13		13	4		4	5		5
Brazil.....	10		10	3		3	2		2			
Buenos Ayres .....				2		2	15		15	25		25
West coast of America.....	22		22	14		14						
West coast of Africa.....	11		11	13		13	12		12	11		11
Great Britain and Ireland .....	511		1,651	239	1,331	1,570	806	1,140	1,946	735	1,333	2,068
North and west coast of France.....	78		196	107	123	230	9	118	127	28	123	151
Mediterranean and Black Sea.....	64		74	150	11	170	31	9	40	23	11	34
Spain and Portugal .....	8		8	5		5	6		6	11		11
Denmark.....	18		18	13		13	8		8	12		12
Sweden and Norway.....	49		95	32	42	74	17	45	62	15	42	57
Russia, Baltic, and White Sea.....	94		107	69	11	80	42	7	49	47	11	58
Prussia, Mecklenburg, and Lubeck .....	36		49	52	18	70	20	12	32	24	18	42
Hamburg, Bremen, and Hanover.....	29		64	36	16	96	87	45	132	94	60	154
Different other ports.....	28		28	26	10	10	27		27	11	10	21
<b>Total.....</b>	<b>1,160</b>	<b>1,381</b>	<b>2,541</b>	<b>1,005</b>	<b>1,606</b>	<b>2,611</b>	<b>1,188</b>	<b>1,376</b>	<b>2,564</b>	<b>1,133</b>	<b>1,608</b>	<b>2,741</b>

SCHIEDAM AND VLAARDINGEN.—A. RHODES, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from Schiedam and Vlaardingen to the United States during the quarter ended this day.*

Anchovy, 325 kegs.....	\$446 00
Empty gin pipes, 200 casks.....	1,322 70
Gin, 1,088 casks.....	26,514 37
Herrings, 35,575 kegs.....	32,561 50
Seeds, 50 bags and 14 casks.....	2,235 28
Stock fish, 125 packages.....	650 00
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Total for quarter ended December 31, 1867.....	63,729 83
Total for quarter ended June 30, 1868.....	29,527 65
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Total for six months.....	93,257 53
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BATAVIA.—S. HIGGINSON, JR., *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

	Francs.
Straw bags and straw yarn, 10,000 and 7 packages.....	3,204 00
Coffee, 31,591 bags and 15,768 piculs.....	800,055 15
Sugar, 5,454 baskets, 22,131 piculs, and 1,029 bags.....	272,856 30
Ratans, 3,881 bundles and 561 piculs.....	6,296 44
Billiton tin, 2,100 slabs and 1,100 piculs.....	66,826 07
Sugar and coffee, 2,456 piculs sugar, and 2,125 piculs coffee.....	127,945 19
Rice, 176 bags and 176 piculs.....	1,427 83
Cassia, 236 packages and 161 piculs.....	5,723 37
India-rubber, 35 baskets and 22 piculs.....	2,669 35
Black pepper, 423 bags and 300 piculs.....	5,003 27
Sago flour, 286 bags and 300 piculs.....	2,260 19
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Total for quarter ended December 31, 1867.....	1,294,267 09
Total for quarter ended March 31, 1868.....	1,241,677 7-
Total for quarter ended June 30, 1868.....	277,197 51
Total for quarter ended September 30, 1868.....	909,902 41
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Grand total.....	3,723,045 41
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SEPTEMBER 30, 1868.

There are no actual changes of importance to note in local laws or commercial regulations directly affecting foreign trade ; but a very important movement has taken place during the past year with the view of increased sales of government produce in India. The Chambers of Commerce of Amsterdam and Rotterdam presented elaborate addresses to the minister of colonies in the Hague, suggesting and defending this plan as in the interest of colony and mother country, and its importance to general commerce cannot be overlooked. As soon as the above addresses were made known in Java, our Chamber of Commerce, as well as that of Samarang, supported them in strong language, to which was added a separate address of the merchants of Batavia, and in India it is hoped that the home government will adopt a new system, by which

with gradually increased sales of their produce (sugar and coffee) from year to year, the colonial government will eventually cease to be an exporter of Indian produce, and consequently will no longer be an opponent of the private merchants in the Dutch colonial trade.

The sugar and coffee crops of 1867-'68 were fair average ones, while I may here add that in the crops of 1868-'69 sugar will be a large one; coffee will show considerable deficit, estimated at 20,000 tons. Generally speaking there has existed for some time in Java a mercantile *malaise*, and I may safely repeat my observations on this head contained in my report of September 30, 1866. The almost complete centralization of the colonial government in the Hague; the lengthy discussions in the Dutch Parliament by members who know nothing of India, and by others who (as I remarked in my report of 1866) still consider their Indian possessions as a sort of mining speculation, &c.; the nearly equal division of political parties in Holland on colonial affairs; the frequent changes of cabinet and consequent vacillating policy as regards Netherlands India; want of confidence in the future, which affects all parties here, as the planter, merchant, and banker; added to this the almost complete stagnation of the import trade in cotton goods, accompanied by many failures involving heavy losses to the merchant, and the squeezing of the Indian budget to favor the home government, which is now being done—all this, and much more, which I have not space to ventilate, creates a state of affairs in India which is far from satisfactory; and what is more discouraging, there seems to be no immediate hope of relief.

American trade with these colonies has been active during the past year, and while shipments of sugar have fallen off, the coffee trade from Sumatra to Atlantic ports shows a large increase, while the California trade is extending and bids fair to become very important. The American ice and California flour trade are flourishing, while there exists a steady demand for several articles of American product and manufacture, as, petroleum, bright rosin, water crackers, provisions in tins, sewing machines, carriages, furniture, &c.

Little progress has been made with railroads and telegraphs, while the proposed Australian steam line has fallen through, the Dutch government declining to meet the Australian with sufficient subsidy.

My next report will chronicle the completion of the Batavia horse railroad which is expected to commence running early next year.

A concession has been asked to build a railroad in Sumatra, from Padang, thirty-eight miles to the foot of the mountains in the interior and the heart of the coffee district, which I understand is looked upon favorably by the local authorities.

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SOURABAYA, JAVA.—C. VON OVEN, *Consular Agent*.

JANUARY 1, 1868.

The following are the exports from this port during the two quarters ended June 30 and September 30, 1868: Sugar, 18,014 piculs; tobacco, 120,770 pounds; hides, 3,000 piculs; oil cakes, 10,000 piculs; drills, 3 cases.

The following are the exports from Sourabaya to San Francisco during the year 1867: 800 barrels flour and produce; 5,332 piculs sugar; 1,680 piculs coffee.





*Comparative exports from Java to California.*

Year.	Coffee.	Sugar.	Rice.	Pepper.	Cassia.	Nuts.	Mace.	Rattana.	Cubeba.	Sago.	Cloves.	Arrack.	Tin.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Leag.	Piculs.
1863	1,030	13,185	13,672	396	.....	24	1	128	...	40	98	5	.....
1864	4,609	4,378	12,027	290	.....	.....	.....	50	.....	.....	.....	5 1	.....
1865	8,940	14,617	12,628	82	.....	60	10	375	...	359	.....	50 1	.....
1866	2,995	1,970	9,918	10	.....	.....	.....	287	8	.....	.....	6 3	.....
1867	.....	.....	.....	.....	.....	34	2	56	.....	.....	.....	.....	.....
1868	736	.....	2,746	73	.....	.....	.....	.....	.....	.....	14	.....	.....
1869	7,150	1,625	3,798	912	.....	27	.....	102	.....	14	60	20 1	25
1870	.....	.....	.....	.....	.....	.....	.....	277	.....	.....	.....	.....	.....
1871	1,800	12,547	9,080	622	10	.....	.....	.....	.....	.....	.....	.....	.....
1872	7,400	13,579	600	.....	.....	.....	.....	315	.....	.....	.....	.....	51
1873	10,174	7,754	477	.....	.....	.....	.....	306	.....	.....	.....	.....	45

*Comparative exports from Java to the Atlantic ports of the United States.*

Year.	Coffee.	Sugar.	Rice.	Rattana.	Pepper.	Nuts.	Mace.	Gum damar.	India-rubber.	Gutta-percha.	Hide.	Cubeba.	Tin.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1863	2,475	12,759	.....	5,965	354	143	15	640	1,256	70	1,000	50	.....
1864	7,099	3,541	.....	19,509	154	66	11	130	1,605	.....	.....	45	.....
1865	1,066	1,927	.....	12,015	49	39	.....	200	1,253	8	5,870	9	630
1866	1	42,425	105	4,557	.....	104	31	200	1,378	.....	.....	48	.....
1867	64	1,833	6,000	438	558	.....	.....	.....	.....	.....	.....	.....	.....
1868	.....	13,308	2,204	2,252	.....	.....	.....	.....	73	.....	.....	.....	.....
1869	219	20,908	9,652	12,422	348	.....	.....	150	47	.....	.....	.....	814
1870	1,321	66,874	.....	6,367	.....	.....	.....	105	85	.....	150	.....	200
1871	141	93,847	7,920	10,684	5	.....	.....	20	40	.....	.....	.....	360
1872	2,600	26,235	.....	2,093	1,500	360	77	104	.....	.....	.....	.....	1,940

*Comparative exports from Padang to the Atlantic ports of the United States.*

Year.	Coffee.	Rattana.	India-rubber.	Nuts.	Mace.	Pepper.	Gum damar.	Gutta-percha.	Cassia.	Benzoin.	Hide.	Sago.	Rice.	Goenoeie.	Straw bags.
	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.	Pic.
1863	6,037	1,215	356	7	2	14	.....	.....	22	7	50	130	.....	.....	.....
1864	72,040	4,798	771	67	.....	107	106	.....	39	5	1,121	120	.....	.....	.....
1865	46,985	4,368	362	.....	35	1,068	6	14	168	92	.....	130	.....	.....	.....
1866	19,536	1,045	757	6	.....	260	.....	.....	514	.....	908	.....	.....	.....	.....
1867	19,705	1,201	218	53	14	1,999	85	.....	1,500	31	5,074	100	202	.....	1,200
1868	15,971	162	.....	.....	.....	147	140	.....	1,092	.....	1,081	.....	.....	.....	.....
1869	21,742	144	178	.....	.....	1,054	.....	.....	241	.....	1,761	.....	.....	.....	.....
1870	48,443	815	.....	.....	.....	1,810	.....	.....	1,852	.....	.....	.....	4,577	.....	.....
1871	.....	2,062	.....	.....	.....	.....	.....	.....	338	.....	.....	.....	.....	.....	.....
1872	63,333	1,810	43	33	4	560	.....	4	1,819	.....	560	.....	.....	90	.....
1873	58,948	973	77	5	.....	335	.....	49	1,511	.....	122	541	.....	.....	.....

*Statistics of Sumatra coffee for ten years.*

Year.	Sales.	To U. S.	Years.	Sales.	To U. S.	Average 10 years.
	Piculs.	Piculs.		Piculs.	Piculs.	
1863	170,000	72,010	1863	130,400	23,742	Sales 142,620 piculs. To U. S. 36,728 pic.
1864	120,000	46,285	1864	172,000	48,543	
1865	151,000	19,536	1865	122,000	.....	
1866	150,000	18,715	1866	138,800	63,533	
1867	144,000	15,971	1867	127,200	58,948	
1868	.....	.....	.....	.....	.....	
1869	.....	.....	.....	.....	.....	
1870	.....	.....	.....	.....	.....	
1871	.....	.....	.....	.....	.....	
1872	.....	.....	.....	.....	.....	
1873	.....	.....	.....	.....	.....	
10 years	147,000	34,503	.....	138,240	38,953	

PASSAROEAN, JAVA.—C. VON OVEN, *Consular Agent*.

JANUARY 1, 1868

The following are the exports from this port during the year 1867: 34,421  $\frac{6}{100}$  piculs of sugar; 2,266  $\frac{85}{100}$  piculs of coffee; 6 cases of gin and 1 chest of clothes; 9,887 pounds of tobacco; 549 piculs of cowhides, and 6 piculs of buffalo hides.

PARAMARIBO, DUTCH GUIANA.—H. SAWYER, *Consul*.

OCTOBER 20, 1868.

I have the honor to submit a synopsis of commercial movements with the United States at this port for the year ended September 30, 1868.

The value of imports from the United States during the year in nine American vessels, of the tonnage of 1,467.72 tons, amounted to \$95,600 50; the total value of exports to the United States, \$446,937 87; balance of trade in favor of the United States, \$95,967 08. The principal articles of importation from the United States are alewives, beef, pork, mackerel, tobacco, flour, soap, candles, tar, lard, lumber, bread, matches, chairs, clocks, kerosene, lamps, tallow, machinery, salmon, herrings, brooms, hams, shad, lime, oakum, preserved meats, hake, tubs, furniture, and pails. The exports consist of sugar, molasses, cocoa, hides, and old copper.

Inclosed please find the new tariff, which came into effect July 1, 1868.

The gold mines which were discovered some eight years since (please observe my former reports) in the immediate vicinity of this city have not as yet been very profitably worked. There is no doubt that with the use of machinery by experienced miners large results would be realized.

A company in New York are now making preparations to give these mines a thorough examination, and have already made application to this government for permission to explore (prospect) the interior of the country, and have also asked for a concession of government land (6,000 acres) on favorable terms whenever they may decide to commence operations; and the government seems to be very favorably disposed towards the scheme.

The planters are making strenuous efforts to obtain emigrants from China and other places, as the time of apprenticeship expires soon, and it is easy to foresee that the freedmen will not engage themselves for plantation work. As their wants are so limited, (it being continuous summer here,) they will most undoubtedly cultivate their own lands, at least enough to supply their actual necessities.

[Translation.]

*Ordinance of December 5, 1867, containing regulations of a new tariff of duties on imports and exports.*

In name of the King! The governor of Surinam having taken into consideration that, to benefit the finances of this colony, a revision of the existing tariff of duties on imports and exports is requisite, after hearing the government's council and approbation of the colonial council, has issued the following ordinance:

ARTICLE 1. On the importation of articles in the colony of Surinam are levied the following duties hereinafter mentioned:

On ale in barrels, four and a half cents per pint; on ale in bottles or jugs, six and

nts per pint; beer (Bavarian) in barrels, four and a half cents per pint: beer in or jugs, six and a half cents per pint: beer not specially provided for, in barrels, its per pint; beer in bottles or jugs, three and a half cents per pint; bitters, cents per pint; brandy, thirty cents per pint; champagne, thirty cents per pint; spirits, not specially provided for, in cask or barrel of one hundred and sixty-  
s, containing eighty-two and a half pints pure alcohol, by fifteen degrees heat  
atrigade thermometer, fourteen cents per pint: distilled spirits, bottled or in  
d further as aforesaid, sixteen cents per pint: gold, articles made of, ten per  
value; guns or muskets, five guilders each barrel: gunpowder, thirty-five cents  
d; jewelry; also watches, clocks, and tortoise-shell ornaments, ten per cent. per  
erose oil, four cents per pint; liqueurs, thirty cents per pint; lucifer matches,  
ders per gross, pack or box of one hundred to one hundred and five pieces;  
wine in casks or barrels, fifteen cents per pint; Madeira bottled, twenty cents  
; Malaga wine in barrels or casks, fifteen cents per pint; Malaga wine, bottled,  
cents per pint; opium, six guilders per pound; paraffine, camphene, and all other  
ind earth oil, explosive by heat of 130 degrees, eighty cents per pint; percus-  
, ten cents per one hundred pieces; pistols, three guilders per piece; porter in  
r casks, four and a half cents per pint; porter in bottles or jugs, six and a  
s per pint; port wine, in barrels or casks, fifteen cents per pint; port wine  
twenty cents per pint; precious stones, ten per cent. per value; raw rum, thirty  
pint; revolvers, twelve guilders per piece; Rhine wine, in barrels or casks, fifteen  
pint; Rhine wine bottled, twenty cents per pint; rum, thirty cents per pint;  
barrels or casks, fifteen cents per pint; sherry bottled, twenty cents per pint;  
bullets, ten cents per pound; segars, ten per cent. per value; silver, articles made  
er cent. per value; snuff, ten per cent. per value; tobacco, in rolls or leaves, ten  
pound; tobacco, cut, twenty-five cents per pound; vermouth, fifteen cents per  
ies and artificial wines, such as apple, pear, and berry wines, and others not  
provided for in casks or barrels, five cents per pint; wines bottled, ten cents  
; and on all other goods, wares, and merchandise not hereinbefore specifically  
ted, five per cent. per value.

. On the exportation from this colony, a duty of five per cent. per value,  
g to the current price, is levied on arrowroot, plaintains, cocoa, starch, cattle,  
des and skins, cotton, coffee, quassia-wood, laths, limes, lime, and lemon juice,  
cornmeal, molasses, orange peel, potatoes, groundnuts, rum and raw rum, rice  
flour, sheep, sugar, tonka-beans, pigs, fish glue, and all other productions of the

. At the determination of the current price per pound and per measure, this  
e means the old weight and measure of Amsterdam. The foot measure in use  
ine lands. Further in the calculation of the rate of duties on distilled spirits  
the chargeable quantity is fixed by means of the instruments I and II and the  
published by royal decree of the 20th April, 1863, (Official Journal No. 19.)  
ag regulations concerning the examination of the strength of distilled spirits.

. On all the articles which are charged by this ordinance per value the duties  
d according to the current price at this place at the time of the declaration,  
ding to the declaration of the value by the importers, the one and other as  
d in the two following articles.

. The current price mentioned in the former articles of all goods liable to it is  
ied by a committee of five members every year, to be appointed and sworn by  
rnor. The current price of goods subject to an import duty is determined by  
mittee every six months, and of goods subject to an export duty every three

The meetings of this committee are presided over by the administrator of  
, who takes part in the discussions, but not in voting. Besides the five members,  
rnor appoints under oath two or more substitutes, of whom there shall be called in  
eting so many as of the five ordinary members shall be absent. The committee  
by majority of vote, and only in meetings where five members or substitutes  
ent. The prices fixed by the committee are published in the government's  
As long as this publication is not made, the prices of the last precedent half  
quarter are of value.

i. Of goods, whereof the current price is not fixed by the committee mentioned  
orner article, the value shall be declared by the owner, producing as an assist-  
judge the declared value the invoice or other documents. In case of doubt to  
ness of the declaration or of the invoice or other documents the goods are  
d by appraisers, of whom one shall be nominated in twenty-four hours' time  
administrator of finances, (in Nickerie by the receiver of taxes,) and the other  
arty interested. In case one of the parties is in delay to nominate the appraiser,  
uation of the second one shall be done, on request of the most ready party, by  
ident of the tribunal, and in Nickerie by the district commissary. In case the  
raisers disagree in opinion they shall nominate a third one, and if they cannot  
a conclusion thereto, the third appraiser shall be appointed by the president  
ribunal in Nickerie by the district commissary. The appraisers swear (promise)

before proceeding to the appraisement, before the president of the tribunal (in before the district commissary) that they will perform their commission according to their best knowledge, without consideration of any person. This oath, also the nomination of a third appraiser, is done without any expenses. The appraisers shall give their opinion definitely within three times twenty-four hours after being summoned. In case a third appraiser be nominated and disagree in opinion with the two others, and gives up a third cipher for the value of the declared good, a third part of the three ciphers added together shall fix the value. In case of appraisement the goods are appraised less than is declared for, the duty is levied according to the appraised value, and the costs for appraisement come for the account of the administration. If the goods are appraised higher than is declared for, the duties are also levied according to the appraised value, but the costs for appraisement come at the charge of the declarer. If the difference between the declared value and the higher appraised value amounts to ten per cent. or more, two times the amount of the duty shall be paid; if the difference is more than twenty per cent., four times the amount of the duty shall be paid; if it amounts to more than twenty-five per cent., the declarer shall pay, besides the duty, a fine of two hundred florins.

ART. 7. In order to obtain the discharge of imported goods, the party who imports delivers a written declaration at the custom-house, signed by him in duplicate, containing:—1st. The name of the vessel and master, and the place from whence the goods are imported. 2d. A specified list of the goods, showing the quantity, weight, or measure contained in every case, cask, or other package. At the request of the party interested, who does not know just the contents or quantity of the package, it is allowed to examine that package, in presence of the officers, after being under the supervision of those officers, and for their assistance at the opening and closing of the packages, fifty cents for every package shall be paid on behalf of the treasury. A declaration of the value of the goods which are charged per value, but of which the current price is not determined by the committee mentioned in article five, is made on the production of invoice or other documents; it is allowed to the declarer to change the declaration as long as the visitation of the goods is not commenced. According to the declaration the duty on imports is calculated, and on showing the receipt for duty paid a permit for discharging will be delivered.

ART. 8. The custom-house officers are in the right to open the bales, cases, casks, and packages, and to examine the contents, but are obliged, if required immediately to close them again. The damage caused by the examination shall be satisfied.

ART. 9. On goods which are spoiled or damaged on the voyage, or at the discharge or lost by leakage or other causes, a deduction or exemption of import duty is allowed, provided the request be done at the administration of finances, and the consignee shall take the goods in his possession. The extent of damage or loss shall be fixed by appraisers on the same manner as prescribed in article six. The examination is for the account of the applicant.

ART. 10. In extraordinary circumstances the duties of imports can temporarily be diminished or abolished by the governor, after having heard the government. Information of this resolution shall be given to the colonial council, accompanied by a project of an ordinance for the ratification of said resolution, in thirty days after the publication of the resolution, and, in case the term ends between the closing of a session, in thirty days after the opening. If the project is not accepted by the colonial council, the resolution is of value till the 30th day after the project is published. The import, export, or transport of ammunition or gunpowder can totally or partially be forbidden by the governor.

ART. 11. Are exempt from duty: *a.* On importation: 1st. Furnitures, implements, utensils, carriages, cattle, and, further, all articles that may be considered as the effects of persons who come to establish themselves in Surinam. Among these effects are not reckoned new articles. 2d. Gold and silver coins and precious stones in bars. 3d. Ammunition of war, victuals and other necessities consigned to the government for the use of troops and marine of the state. 4th. Cattle and fowls, except of mules and asses, horses, and colts. 5th. Machineries for agricultural purposes, and for the manufacturing of colonial produce. 6th. Objects which being exported for any repair are reimported in the time of one year. To be entitled to exemption of duty, the exportation must have been done with foreknowledge of the maribo of the comptroller, and at New Rotterdam of the receiver of taxes. Information shall be produced an exact description of the object which is to be exempted. The articles are examined by the officers, before being shipped, in order to obtain by which manner surety can be obtained for the recognition of the identity at importation. The marks of recognition are mentioned by the officers on the document of the party interested. The exemption is not allowed, when at the importation the identity of the objects is not sufficiently proved according to the recognition noted down by the officers. 7th. Books and other papers. 8th.

*b.* On importation and on exportation: 1st. Ammunition of war, victuals, and



which are delivered and exported by the government out of the magazines for the use of the troops of Netherland, or after being exported are reimbursed. Stores in use on board of entering vessels, provided they are declared as remain till the exportation under supervision of the officers. 3d. The ordnances of travelers. 4th. Ballast, as pumice, sand, and such like articles having commercial value; and further, all ballast of iron and stone which are not landed.

The provisions concerning restitution of import duties for imported goods, afterwards exported, (drawback,) will be made by a later ordinance.

The payment of duties shall be done in proportion to the effective quantity of imported or exported, with this understanding, however, that at the calculation of duties for the declared quantity or value, or for the quantity or value if it be found, the fraction of a pound, pint, foot, or guilder below fifty hundredths shall not be brought in account, and if they amount to fifty hundredths and shall be reckoned for a whole.

The duty on import or export amounts, for every declaration, however small to at least twenty-five cents.

On the importation or exportation of articles the tare is regulated as follows: all casks or cases, ten per cent. from the gross weight, with the exception of which a tare of twenty per cent., and of tea, for which in ordinary tea-chests of one hundred and ten pounds and more, eighteen per cent., and in ordinary tea-chests of one hundred and ten pounds, a tare of twenty-five per cent. is allowed. For all leather, mats, hampers, canisters, linen, and such like, five per cent. of weight on importation, and five pounds per bale on exportation. It is, however, left to the declarer at his expense to cause the net weight to be examined by custom-house officers, and to pay the duty according to the result. The declarer is to pay fifty cents per hour in behalf of the treasury. Fractional parts of an hour are reckoned for a whole hour. The same authority is given to the custom-house officers to decide the net weight. They must, however, be authorized by the declarer before doing this. For fish, meat, and pork in pickle, imported in barrels, all are allowed; the amount of the import duty shall be calculated according to the declared quantity of fish, meat, or pork, or according to the quantity which is used.

In case there are a great number of casks, cases, hampers, canisters, bales, &c. of the same size and kind, the examination of the tare mentioned in the fourth or sixth paragraph of the precedent article can take place by weighing out some of those goods, which the officers shall point out. According to the result of the weighing the tare shall be calculated on all those goods.

By mixed packing of goods charged at the weight with goods charged per net weight of the first can be examined on request of the declarer, and at the same time, by the custom-house officers. According to the result the duties are due. The sixth paragraph of article 15 will be applied in that case.

For the calculation of the import duty on goods which, at the time the ordinance shall be in force, are already imported in the colony, and are to be brought immediately in consumption, the tariff shall be allowed as provided in the publication of March 26, 1849, (Gov. Paper No. 5.) On goods in the warehouse, when they are put in for inland consumption, after the present ordinance shall be in force the import duty shall be calculated according to article 1 of the ordinance.

As long as no other law or colonial ordinance shall provide for—in case, at the examination of the articles declared for import or export, there shall be found an excess of goods, or the true sort, but not the just quantity according to the declaration that a higher duty ought to be paid than what is declared for, the party shall pay, besides the legal duty, a penalty of four times the difference, but not more than five guilders.

The present ordinance shall be in force two months after the publication. All former ordinances are abolished and superseded, save the provision made in article 18, the articles 11, 21 and 22 of the ordinance of March 26, 1849, (Gov. Paper No. 5,) and all ordinances formerly in force and providing for duties on imports, exports, and transports. The articles of the ordinance of March 26, 1849, (Gov. Paper No. 5,) mentioned in the former paragraph, and all regulations or provisions yet in force, relating to the manner of levying duties on imports, exports, and transports, and the manner for a due collection of said duties on navigation and on warehousing, shall remain in force, but are in the mean time in force, provided they are not in contradiction with this present ordinance.

At Paramaribo, December 5, 1867.

E. A. VAN EMDEN,  
*The Government Secretary.*

## DENMARK AND DEPENDENCIES.

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EL SINORE.—GEO. P. HANSEN, *Consul*.

NOVEMBER 2, 1868

I have the honor herewith to inclose my yearly report of the trade and commerce of Denmark for the year 1867-'68.

Whatever productions of the United States have been imported into the Kingdom of Denmark for a number of years past have reached this country exclusively through other foreign ports. It is therefore a gratification to have to record a change in this respect, and the beginning once more, of a direct trade between the two countries, although but limited to a few single articles. They are, however, the pioneers who, in the course of time, will open the road to many others.

In the commercial year from April, 1867, to April, 1868, the importation direct from the United States has amounted to 203,155 pounds of rosin, 10,291 pounds of turpentine, 103 pounds of steel, 1,744,714 pounds of petroleum, and 41,049 pounds of raw tobacco, not to speak of Remington guns imported by the Danish government.

From the 1st of January to the 30th of September, 1868, five vessels have arrived at the port of Copenhagen direct from the United States, two of these being American vessels, with the following cargoes: one from New York, with 2,434 barrels of petroleum, value \$31,576 50; one from New York, with 1,338 barrels of turpentine, value \$1,882 48; 150 barrels of rosin, value \$7 00; one from Philadelphia, with 2,998 barrels of petroleum, value \$25 00 gold.

In foreign vessels: One from New York, with 1,281 barrels of petroleum, value £3,000; one from New York, with 1,338 barrels of petroleum, value £3,050; one from Philadelphia, with 2,450 barrels of petroleum, value £5,000. The three make a total of 10,501 barrels of petroleum.

For the information of the trade I will annex the prices of petroleum on the last week in each month from November 1, 1867, to October 1, 1868. The duty on petroleum is two skillings per pound, to which must be added the Copenhagen excise of 0.02 skilling.

November 29, 1867, 10½ to 11 cents per pound; December 27, 1867, 10½ to 11 cents per pound; January, 1868, 9½ to 10 cents per pound; February 28, 1868, 8¾ to 9¼ cents per pound; March 27, 1868, 8½ to 9 cents per pound; April 24, 1868, 8¾ to 9¼ cents per pound; May 23, 1868, 8¾ to 9¼ cents per pound; June 26, 1868, 8¾ to 9¼ cents per pound; July 31, 1868, 9½ to 10 cents per pound; August 28, 1868, 9½ to 10 cents per pound; September 25, 1868, 9 to 9¼ cents per pound; October 1, 1868, 9 to 9¼ cents per pound.

### EXPORTATION TO THE UNITED STATES.

Denmark furnishes but few articles for exportation to the United States; the total number of invoices certified to from January 1 to September 30, 1868, being only 21, with a valuation of some \$100,000 gold. The articles exported to the States are generally objects of art, as, for example, the well-known bisque statuary, household silver and paintings, &c., in the manufacture of which the Copenhagen artists have gained a world-wide and well deserved reputation.

ver, as the importation from the United States increases, many  
may be found which would find a ready market in the States.  
ie vessels took out 250 bales of linen rags, (\$3,277,) and 2,241  
etroleum barrels, (\$1,621 92.)

GENERAL TRADE OF DENMARK.

eneral trade of the country has been very favorable the past  
importation amounting by weight to 1,863,560,955 pounds, or  
ent. more that in the previous year. The revenue derived from  
tered for consumption has been 5,854,722 rix dollars. Many  
imported for transit, which trade has been greatly facilitated  
olishment of all transit dues some three or four years ago.  
lowing table will show the total importation of the principal  
f foreign products imported into the kingdom, and the quan-  
of which entered the port of Copenhagen, showing that the  
ols nearly the whole importation. If we, for example, take the  
articles of importation, those of sugar, sirup, and molasses,  
ounted to 44,401,758 pounds, we find that over ninety-four per  
10,814,858 pounds, found its way to that city.

Statement showing the principal articles of importation into Denmark.

Articles.	Kingdom at large.	Per cent. at Co- penhagen.
.....pounds..	1, 870, 269	\$1, 737, 005
.....do....	387, 093	56, 759
.....do....	3, 907, 034	1, 787, 334
.....do....	14, 309, 755	12, 032, 095
.....commerce last..	62, 189	23, 135
.....barrels..	1, 593, 806	938, 006
rwood .....pounds..	1, 352, 056	906. 645
hineal.....do....	7, 993	3, 700
igo.....do....	113, 606	43, 263
er kinds.....do....	1, 874, 751	1, 309. 345
rrings.....do....	9, 723, 997	9, 242, 013
&c.....do....	3, 780, 240	3, 751, 628
.....do....	4, 881, 671	3, 322, 991
red.....do....	115, 722	94, 962
ls, &c.....do....	393, 126	346, 689
and pears.....barrels..	2, 712	1, 676
s.....pounds..	977, 123	955, 021
inds.....do....	765, 412	687, 453
teh.....do....	239, 906	178, 020
eln.....do....	705, 419	533, 189
rpentine.....do....	28, 758	28, 041
her kinds.....do....	251, 987	248, 629
te.....do....	3, 855, 527	2, 743, 302
.....do....	553, 069	284, 651
of cotton, flax, &c.....do....	8, 101, 883	5, 067, 926
wool.....do....	2, 103, 656	1, 558, 988
silk.....do....	155, 396	102, 226
.....do....	938, 622	451, 491
.....do....	1, 537, 183	916, 100
.....do....	136, 299	15, 112
.....do....	5, 924, 343	4, 267, 343
flour, (paddy).....do....	7, 876, 970	7, 145, 780
.....do....	37, 431, 968	11, 516, 035
les.....do....	2, 947, 565	2, 494, 675
s, molasses.....do....	44, 401, 758	40, 814, 858
.....do....	568, 114	489, 666
res and stems.....do....	5, 486, 579	2, 361, 180
rs.....do....	47, 042	38, 374
king.....do....	70, 243	31, 839
wing.....do....	29, 008	11, 768
F.....do....	2, 263	1, 648
gnors:		
ne, in bottles.....pots..	87, 874	55, 330
casks.....pounds..	2, 896, 151	1, 902, 522
f wine, in bottles.....do....	212, 274	175, 849
ds of liquors, graded, in bottles.....pots..	8, 619	7, 964
casks, 8°.....vliertets..	233, 379	143, 329
.....pounds..	591, 017	510, 263

EXPORTATION.

The exportation for the year amounted by weight to 845,383 pounds—25,948,175 pounds less than in the previous year. This re  
tion falls entirely upon the domestic, the transit trade in foreign go  
having increased 17,769,993 pounds over last year's exportation.  
The exportation of domestic goods amounted to 709,720,353 pon  
against 753,438,521 pounds in 1866-'67. The export of foreign go  
on the contrary, amounted to 135,663,237 pounds, against 117,893  
pounds in 1866-'67, an increase of fifteen per cent.

CITY OF COPENHAGEN.

The trade of that city has been considerably larger than in the  
vious year, both in respect to importation and exportation. The  
importation amounted by weight to 875,113,387 pounds, against 783,15  
pounds in 1866-'67—an increase of 11 per cent. The quantity en  
for consumption has increased 15.2 per cent.  
The exportation for the year 1867-'68 exceeded that of the pre  
year by 34,119,806 pounds, or 16.3 per cent. The weight of ar  
exported is calculated at 244,069,466 pounds, against 209,949,660 p  
in 1866-'67.

DOMESTIC GOODS AND PRODUCTS.

The exportation of domestic articles has been considerably less  
in the previous year, particularly as relates to cereals and rapeseed  
The importation of cereals has, on the contrary, been far greater  
in the past year, namely: 139,968 barrels in 1865-'66 more th  
1867-'68.  
The following table will show the export and import of cereal  
other grains in the year 1867-'68:

Articles.		Exported.	Im
Buckwheat .....	barrels..	8, 094	
Barley .....	do....	1, 245, 759	....
Beans .....	do....		
Peas .....	do....	19, 418	
Oats .....	do....	877, 262	
Wheat .....	do....	362, 326	
Malt .....	do....	2, 790	
Rye.....	do....	291, 477	
Vetches.....	do....	4, 881	
Ground into flour, &c. :			
Of buckwheat.....	pounds..	85, 571	
Of barley .....	do....	4, 731, 748	
Of beans and peas .....	do....	75	....
Of oats.....	do....	13, 922	
Of wheat.....	do....	21, 372, 289	
Of rye .....	do....	14, 520, 548	

Of manufactured articles of cereals, such as bread, &c., the exportation has been 1,670,150 pounds; importations, 289,293 pounds. The following table will show the description, quantity, and official value of the principal agricultural products exported in 1867-'68. The official value, however, falls much below the market value.

Description.	Exported.	Official value.
		<i>Rix-dollars.</i>
Rags.....pounds..	892, 893	53, 574
Oilcake.....do....	4, 650, 632	93, 012
Bones.....do....	4, 457, 920	44, 579
Live stock:		
Sheep, goats, &c.....number..	9, 766	29, 298
Horses.....do....	7, 643	573, 225
Oxen and cows.....do....	51, 969	3, 118, 140
Calves.....do....	1, 093	17, 488
Hogs and pigs.....do....	55, 444	458, 896
Flaxseed.....barrels..	11, 563	75, 160
Rapeseed.....do....	15, 384	123, 072
Potatoes.....do....	7, 694	7, 694
Pork, hams, &c.....pounds..	7, 506, 787	900, 814
Beef, &c.....do....	2, 591, 809	311, 017
Grain.....barrels..	2, 979, 628	11, 643, 975
Grain, manufactures of.....pounds..	1, 670, 150	100, 209
Butter.....barrels..	40, 504	2, 025, 200
Wool.....pounds..	2, 511, 717	389, 316
Total value.....		19, 969, 020

#### DISTILLERIES.

Among the more prominent articles of manufacture is the distilling of high wines. There are 351 distilleries in the country, and last year distilling amounted to 31,614,049 pots, the total revenue from which amounted 1,145,413 rix-dollars, or, deducting from this the amount refunded on the exported articles, 1,184,953 pots, it left the government a net income of 1,103,692 rix dollars, not including the war tax.

#### THE MERCHANT MARINE.

The Danish merchant marine, which on the 31st of March, 1866, numbered 3,186 vessels, numbered only 3,132 vessels on the same day in the present year, a decrease of 54 vessels. This decrease is, however, only apparent, as will be seen from the following statement, which shows an increase of tonnage in the same time of 9.8 per cent. This increase falls entirely upon the larger vessels, which have likewise increased in numbers. The number of vessels and boats in 1866 was 3,186, with a total tonnage of 159,815 tons. In 1867, the number was 3,132, with a total tonnage of 171,865½ tons. In 1868 the number was 3,132, with a total tonnage of 175,554½ tons.

Of vessels over 400 tons, there were but 15 in 1866, and 23 in 1868; between 200 and 400 tons, there were 98, which increased to 123 in 1868; and of vessels from 100 to 200 tons, the increase has been from 391 in 1866 to 448 the present year.

In the above lists are included the steamboats, which in 1868 numbered 80 vessels, with a tonnage of 5,647 tons and 4,566 horse-power.

#### VESSELS EXPEDITED AT THE COLLECTION DISTRICTS.

The number of vessels of all kinds which have been expedited at the several collection districts of the country in 1867-'68 was 84,948, with a tonnage of 1,681,910 tons, or 7,478 tons more than in the previous year—an increase of 9.7 per cent. The principal increase falls upon steamboats.



*Total number of vessels expedited.*

	Number.	T
Vessels in the usual trade, and vessels in average .....	64, 421	1,
Vessels passing .....	2, 118	
Steamboats .....	18, 409	
Total .....	84, 948	1,

*Number of vessels in the coasting trade.*

	Number.	T
Vessels in the usual trade, and vessels in average .....	34, 113	
Vessels passing .....	1, 097	
Steamboats .....	11, 634	
Total .....	46, 864	

*Number of vessels in the foreign trade.*

	Number.	T
Vessels in the usual trade, and vessels in average .....	30, 308	
Vessels passing .....	1, 021	
Steamboats .....	6, 755	
Total .....	38, 084	1,

From the above lists it will be seen that no less than 2,118 vessels charged or took on board cargoes to the amount of 38,219½ tons in ing Danish ports.

To facilitate this important and convenient traffic the city of C hagen is just now making an improvement which will be of much benefit in this direction, both to the city itself and particularly to the numerous steamers engaged in the Baltic trade, and that need convenient facilities for coaling in passing to and from the Baltic.

Outside the inner harbor at Copenhagen, and inside the sea bay there is a shoal called Revshaleground, and the plan is to fill up the shoal and form it with an island, on which to erect warehouses and facilities for storing coal, &c.

On the west side of the island, which faces the city, the principal docks will be erected, forming convenient landing places for steamers desiring to coal, or for vessels to discharge cargoes in passing the harbor without being compelled to go into the inner harbor. This island will also afford shelter to the inner road from eastern winds. The area of the island will be some twenty-seven acres of land.

It is also the intention to erect a patent bedding or railway dock of the same, for the purpose of repairing vessels, on the plan of the dock here at Elsinore, of which I have given a description in a former report, and which has been of incalculable benefit to vessels in average of the last three or four years.

EMIGRATION.

I will conclude my report by an allusion to the emigration from the country, which is increasing with every year. The number of persons who seek information at the consulate regarding the United States

very large. Often they come in person from the distant parts of the country.

Last year the Rigsdag passed a law regulating the booking of passengers, making the persons engaged therein give security for the faithful performance of their contracts with the emigrants. From a late report by the police at Copenhagen, we learn that the number of contracts made at the Copenhagen agencies have been 709, including 1,385 persons since the 1st day of May, when the law went into force, to the 30th of September. Previous to that day there had been booked 3,124 persons, making a total of 4,509 persons from the 1st of January, and which will likely increase to 5,000 persons before the end of the year. This is for Copenhagen alone, or persons who have engaged passage there; and it is fair to presume that the balance of the country will furnish nearly the same number. I have no doubt that the emigration will still further increase, and notwithstanding the strenuous efforts made by the government to discourage it. The emigrants, to a great extent, come from the agricultural population, many of them bringing with them considerable capital, and all of them at least most industrious habits. It is a current which has set in, and cannot be stopped by mere false assertions, every one of which is falsified by letters from friends of the emigrants already in the United States.

COPENHAGEN.—L. A. HECKSHER, *Vice-consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Machine work, 3 cases, being the total for quarter ended December 31, 1867...	\$220 70
Total for quarter ended March 31, 1868.....	6,846 69
Total for quarter ended June 30, 1868.....	1,152 21
Total for quarter ended September 30, 1868.....	810 39
Grand total .....	<u>9,029 99</u>

FREDERICKSTADT.—W. F. MOORE, *Consular Agent*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Old copper and iron, being the total for quarter ended December 31, 1867.....	\$677 89
Total for quarter ended March 31, 1868.....	109,902 08
Total for six months.....	<u>110,579 97</u>

ST. CROIX, WEST INDIES.—R. A. FINDLEY, *Vice-consul*

JUNE 30

*Statement showing the description and value of the exports from the United States for the quarters ended June 30 and September respectively.*

Sugar, rum, and molasses .....	\$
Sugar, cotton, tobacco, and old metal .....	
Rum, molasses, metal, lead, hides, and skins .....	
Total for quarter ended June 30, 1868 .....	
Total for quarter ended September 30, 1868 .....	
Total for six months .....	

## SWEDEN AND NORWAY.

CHRISTIANSAND.—O. C. REINHARDT, *Consular Agent*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Rum, old metal, hides, and skins, being the total for quarter December 31, 1867 .....	\$4,439 80
Total for quarter ended March 31, 1868 .....	3,005 47
Total for six months .....	<u>7,445 27</u>

STOCKHOLM.—CHAS. A. PERKINS, *Consul*.

JANUARY 14, 1869.

I have the honor to transmit herewith the annual statement of commerce at the port of Stockholm:

The direct exportations from this port to the United States amounted, as per consular invoice record, to 349,889.89 rigsdaler, of which 27 invoices of iron amounted to 343,350.94 rigsdaler; one invoice paintings, 5,500 rigsdaler; two invoices porcelain, 678.65 rigsdaler; one invoice fish, 236 rigsdaler; one invoice punch, 112.80 rigsdaler.

The rates of freight to Charleston and Savannah for two cargoes of bar-iron were forty shillings sterling per ton in full.

Of the importations from the United States to this port I am not at present able to give any statement, but hope to be so in a couple of weeks, when I will transmit the same to the department.

A late report from the department of finance states that the crops of last year were generally below the average; in only two districts above the average, and in two at an average; in three they had nearly a total loss of the crops, and in the remaining seventeen below the average.

Inclosure No. 1 is an extract from the reports just published by the "Royal Commerce Collegium," (the Board of Trade,) for the year 1867.

As I do not find it mentioned in any previous dispatches, I use the occasion to report that a new gold coin, called carolin, has been issued in this country. A royal ordinance of the 31st of July, 1868, proclaimed that no ducats were to be coined after the 1st of October, but carolins would, instead, be issued. The carolin is in value equal to seven rigsdaler, twenty öre, or ten francs, (the value in francs being stamped on the coin.) At a future day twenty-five-franc pieces, equal to two and a half carolins, will also be coined, as the intention is to adopt a gold standard with the franc as unit.

*Extract from the report of the Royal Commerce Collegium upon the foreign trade of Sweden in 1867.*

The total value of imports and exports of Sweden in 1867 amounted to 262,820,000 rix-dollars against 219,976,000 rix-dollars in 1866. Deducting coins, and gold and silver in ingots, the value of the imports proper for 1867 exceeds the same kind of import the preceding year by nearly two and a half millions of rix-dollars. The export also shows

an excess in 1867 over 1866 amounting to about the same figures. Deducting coins, as gold and silver in ingots, the export amounted in 1865 to 108,076,863 rix-dollars, in 1866 to 106,125,087 rix-dollars, and in 1867 to 127,319,000 rix-dollars. The export in 1867 gold and silver in coins and bars exceeds the same the preceding year 179,163 rix-dollars.

The export of grain and flour is estimated at a value of twenty-six and a quarter million of rix-dollars. Oats alone represented a capital value of twenty-three millions. The import of cotton in 1867 amounted to thirteen and a half millions skälpund, (one pound being equal to 0.94 pound avoirdupois,) exceeding by two and a half millions the import in 1866; but the price of this article had been so considerably reduced that the money value of the import of 1867 is far below the same for 1866.

The import of wool, tallow, unrefined sugar, and tobacco stalks, was in 1867 in excess of the same articles in 1866; but of hides, crude petroleum, and tobacco leaves, the import was less than the previous year. It ought to be remarked that the duties on unrefined sugar, tobacco stalks and leaves, were somewhat increased after the 17th of May, 1867.

Coffee was imported to an amount of 18,677,700 pounds, an average of two and three-quarter million pounds more than the import in any of the nine previous years.

The import of coal, which went up to the never-before-attained quantity of 17,487,867 cubic feet, was reduced in 1867 down to 16,148,923 cubic feet, which was also less than in 1864 and 1865.

The import of sirup, which in 1866 amounted to 3,890,158 pounds, increased in 1867 to 5,133,168 pounds, the largest quantity ever imported in one year.

The export of iron ore, which in 1865 had increased to 409,290 hundred-weight, but in 1866 had diminished to 328,109 hundred-weight, went down in 1867 to 236,775 hundred-weight. On the other hand, the export of pig iron, which in 1864 amounted to 403,157 hundred-weight, but in 1865 decreased to 376,633 hundred-weight, and in 1866 to 356,750 centner, increased in 1867 to 555,728 hundred-weight, which quantity is the largest ever exported since the prohibition to export this article in 1856 was annulled. Of blooms 168,206 hundred-weight were exported in 1867, 111,149 hundred-weight in 1866, and 92,553 hundred-weight in the year 1865. The export of bar iron amounted in 1866 to 2,721,140 hundred-weight, being then the largest quantity exported in any one year. In 1867 this export had increased to 3,316,194 hundred-weight. The average price of this kind of iron at Stockholm, which in 1866 amounted to 7 rix-dollars per hundred-weight, amounted in 1867 only to 6.50 rix-dollars. The export of hoop and bolt iron increased from 90,487 hundred-weight in 1866 to 167,782 hundred-weight in 1867. Iron plates also increased from 13,040 hundred-weight in 1866 to 21,188 hundred-weight in 1867. The exported quantity of steel increased in 1867 to 139,859 hundred-weight, from 49,495 hundred-weight in 1866.

The export of copper ore had increased from 23,480 hundred-weight in 1865 to 55,300 hundred-weight in 1866, but went down again in 1867 to 39,883 hundred-weight.

Of unmanufactured lead the export increased from 6,146 hundred-weight in 1866 to 7,578 hundred-weight in 1867.

The export of beams and spars of large dimensions was smaller than in previous years but of smaller dimensions, as well as of masts, pit-props, boards, and lumber generally a considerable increase appears. The export of matches, amounting in 1866 to 2,958,000 pounds, had in 1867 increased to 3,352,653 pounds. Also tar had increased from 145,830 hundred-weight in 1866, to 194,443 hundred-weight. In 1863, however it amounted to 395,904 hundred-weight.

In regard to the commercial relations of Sweden with the United States, it will be seen that the direct import from the States had not yet, in 1867, reached the extent it had before the outbreak of the war. Thus of the article cotton, of which in 1860 more than ten and a half million pounds were imported, and in 1861 nearly seven and a half million pounds, no larger quantities than 319,131 pounds have, during 1867, been imported. The whole import from the United States amounted only to 974,000 rix-dollars, as no other articles, with the exception of petroleum, were imported in any considerable quantities. But also of petroleum the import was less than in the previous year.

The import of which no Swedish vessel took a part was effected by four Norwegian vessels for 605,000 rix-dollars, and by one English vessel for 369,000 rix-dollars. The value of the import in 1866 was not estimated at more than 651,000 rix-dollars; but the lower amount of this estimate, compared with the estimated value of the import in 1867, depends principally upon the fact that the import in 1866, in which only two foreign vessels shared, was effected by four Swedish vessels, and that the value of goods imported in Swedish vessels is computed from prices existing at the place of lading while the value of goods imported in foreign vessels is estimated according to prices existing here.

In the direct export to the United States a considerable increase appears in the shipping of bar iron. During 1867, 584,028 hundred-weight were exported, which quantity is the largest since 1839, when 713,446 hundred-weight were exported direct from Sw



United States. The value of the export, which in 1866 was estimated at rix-dollars, is, however, for 1867, notwithstanding the larger shipping of bar iron, estimated at more than 3,859,000 rix-dollars. Regarding this circumstance it may be remarked that, according to Swedish consular reports, only one vessel arrived with cargo direct from Sweden to the United States, of which it has been estimated from the prices existing at the place of destination, while the exportations during the same year were effected by foreign vessels, viz: Norwegian, one Finnish, one Prussian, one Hamburg, one Bremen, one Oldenburgish, and also by seven vessels from the United States and sixteen from other countries, of which forty-three vessels have been valued according to the average prices of the articles here. From the United States the importation consisted chiefly of the following articles:

Description.	1863.	1864.	1865.	1866.	1867.
Iron ..... pounds..	2, 015	76, 402	320, 035	78, 907	161, 984
Do ..... do.....	69, 015	247, 074	156, 554	117, 767	13, 055
Do ..... do.....		1, 020, 443	329, 080	353	490
Do ..... cwt.....		2, 062	642	8, 036	2, 100
Do ..... pounds..	158, 328			4, 364	
Do ..... do.....				350, 000	319, 131
Do ..... do.....				1, 004, 605	441, 750
Do ..... do.....		4, 711		346, 313	428, 380

There were, besides, imported 14,700 pounds grass seeds, dyes for 4,500 rix-pounds bread, 54,700 pounds rosin, tools and machinery for 5,340 rix-dollars, and hundred-weight of tallow. Entered in bond were—

Description.	1864.	1865.	1866.	1867.
Iron ..... pounds.....	446, 793	232, 032	232, 032	551, 836
Do ..... do.....	191, 494	134, 784	134, 784	40, 417

From the United States were exported—

Description.	1863.	1864.	1865.	1866.	1867.
Iron ..... cwt.....	156, 156	321, 908	141, 375	340, 815	551, 836
Do ..... do.....	643	735		5, 592	3, 832
Do ..... do.....		751			
Do ..... do.....	30	90			
Do ..... do.....		3, 045	300		

There were, besides, exported 3,120 hundred-weight of pig iron, 185 hundred-weight of plates, 7,105 hundred-weight of scrap iron, machinery and tools for 2,866 rix-dollars, and 18,908 cubic feet of lumber.

Swedish vessels entered in United States ports, (except California.)

Vessel.	FROM SWEDEN.		FROM FOREIGN PORTS.				Total.	
	With cargo.		With cargo.		In ballast.			
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
.....	10	827	38	3, 298	2	219	50	4, 344
.....	10	970	38	3, 403	1	12	49	4, 385
.....	4	349	19	1, 711	.....	.....	23	2, 060
.....	5	428	36	3, 015	5	750	46	4, 993
.....	1	109	38	4, 090	3	427	42	4, 626

Weight is computed in "nylaster," of which one nylast equal 100 centner, equal

Swedish vessels from the United States, (except California.)

Years.	TO SWEDEN.		TO FOREIGN PORTS.				Totals.	
	With cargo.		With cargo.		In ballast.			
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1863 .....			45	4,054	1	49	46	4,103
1864 .....	2	157	45	4,170	2	156	49	4,326
1865 .....	2	137	22	1,696	1	77	25	1,913
1866 .....	3	231	39	4,393	3	361	45	4,725
1867 .....			40	4,095	5	776	45	4,871

No Swedish vessel has entered the port of San Francisco direct Sweden, nor sailed from the same port direct to Sweden.

From the report of the Royal Commerce Collegium, for 1867, manufactures and industry, I extract the following:

The total of goods manufactured in Sweden in 1867 amounted to 79,179,461 rix-lars, showing a decrease of four and a half millions from 1866, when it amounted to 83,748,421 rix-dollars, the highest amount ever reached.

Taking the total value of goods manufactured during the last five years, the following figures appear:

	Rix.
In 1863.....	66,500,000
In 1864.....	71,000,000
In 1865.....	75,800,000
In 1866.....	83,700,000
In 1867.....	79,100,000

If this estimate of total value of manufactures for 1867 be compared with the value of foreign goods during the same year, it will be seen that, notwithstanding this has been considered as particularly unfavorable to the industrial activity of the country, the consuming capacity of the same has not diminished. The principal reduction in value of articles manufactured during 1867, compared with the previous year, is in the wool and cotton factories, the cotton spinneries, the manufactories of tobacco, leather, and the oil mines. Regarding the cotton spinneries, it is to be observed that although the value has been reduced by more than one and a half million rix-dollars, the quantity manufactured has increased more than one and a half million pounds.

The principal increase appears in the manufacture of paper, matches, and sugar refineries.

The number of factories decreased to 2,258 in 1867, from 2,327 in 1866; also the number of hands employed was reduced from 31,322 to 30,297, but was larger than in 1865.

In connection with the above, it may perhaps not prove uninteresting to state that the total population of Sweden, according to a census just published by the Statistical Bureau, amounted, on December 31, 1867, to 4,195,681, showing an increase during the year of 35,000, or 0.84 per cent. It is considered that 9,334 persons have emigrated during the year.

Statement showing the direct importation, with its value, from Stockholm to the United States during the year 1868.

	Rix.
Pork, 239,600 pounds.....	1,198,000
Tallow, 499,200 pounds.....	2,496,000
Resin, 34,000 pounds.....	170,000
Wheat flour, 200 pounds.....	1,000
Clocks, 42.....	210
Books.....	105
Kerosene, 939,258 pounds.....	4,696,290
Total value.....	8,280,300

57 the importation amounted to 367,411 rix-dollars. The imports effected in 1868 by one Swedish, one Danish, and one German Inclosure No. 1 is a synopsis of the total importation to the Stockholm during 1867 and 1868.

otal importation to the port of Stockholm amounted in 1867 to 34 rix-dollars, and in 1868 to 37,790,604 rix-dollars, and consisted following articles:

Description.	1867.	1868.
50 per cent. alcohol :		
.....kannor..	140,238	140,682
.....do....	73,671	69,850
.....do....	9,444	2,934
.....do....	518	661
.....do....	12,257	632,851
.....cwt....	223	23,044
.....do....	2,971	4,337
.....pounds..	7,025,581	7,779,787
es.....cub c feet..	3,946,264	5,027,785
.....pounds..	1,744,832	1,057,100
lk.....do....	10,015	10,289
ilk.....do....	21,651	21,177
.....do....	235,998	217,128
ixed with linen.....do....	7,407	9,446
1 half wool.....do....	354,168	418,313
d hemp.....do....	81,223	122,947
.....do....	19,109	20,419
roof.....do....	74	322
lead.....do....	474,052	453,373
.....do....	13,368	11,703
ids, and dyewoods.....rix-dollars..	137,924	154,850
.....cubic feet..	287,993	170,890
.....cwt....	12,547	13,927
t.....do....	120,104	92,804
.....do....	3,687	5,633
.....do....	487,818	294,967
rheat.....do....	14	1,091
.....do....	33	110
.....do....	891	3,896
t.....cubic feet..	86,853	64,290
.....do....	646,397	1,282,363
.....do....	88,161	221,903
.....do....	300	7,083
.....do....	38,325	111,205
.....do....	.....	2,333
nnel.....pounds..	25,457	24,469
.....do....	193,120	135,740
.....do....	952,599	1,734,086
ids.....do....	77,886	172,176
ry.....do....	24,794	16,878
n.....do....	32,151	30,354
.....do....	58,146	38,183
.....do....	180,482	118,574
.....do....	193,644	48,574
id prunes.....do....	370,718	344,309
ind.....do....	38,109	29,832
.....do....	621,813	359,092
.....do....	628	642
ground.....do....	3,772	1,186
nds.....rix dollars..	223,222	132,657
.....cwt....	7,310	10,808
.....do....	9,070	12,208
.....pounds..	46,042	46,393
.....rix-dollars..	184,382	120,590
.....cwt....	686	3,786
.....pounds..	671,931	443,577
.....do....	1,151,477	618,701
.....do....	117,878	117,260
.....do....	65,412	416,439
.....do....	29,680	101,739
ds fat.....do....	53,742	64,668
n, crude.....do....	680,050	968,352
.....do....	880,443	1,983,309
.....cwt....	7,376	10,118
and velvet.....pounds..	3,028	3,458
.....do....	598	1,530
ds.....do....	24,337	29,008
.....do....	24,124	28,717
.....cubic feet..	334,541	449,827
.....pounds..	18,319	13,373
.....do....	1,899,764	1,968,636

Table of importations to the port of Stockholm—Continued.

Description.	1867.	
Sugar, refined .....	pounds..	1, 845, 914
raw .....	do.....	12, 609, 016
Tallow.....	cwt.....	41, 078
Tea.....	pounds..	18, 826
Tobacco leaves .....	do.....	1, 069, 342
stems.....	do.....	607, 261
cigars, and other manufactured.....	do.....	23, 034
Tralu oil .....	do.....	175, 900
Wool.....	do .....	86, 419
Wine in wood.....	do.....	1, 171, 372
in bottles.....	kannor..	37, 941
Yarn, cotton and wool.....	pounds..	65, 739
Sundries .....	rix-dollars..	4, 876, 302

The following is a synopsis of the total value of importation from different countries in 1868 :

	R
Norway.....	
Russia.....	7,
Prussia.....	2,
Denmark.....	1,
Schleswig Holstein.....	
Hamburg.....	1,
Lubeck.....	6,
Bremen.....	
Holland.....	2,
Belgium.....	
England.....	7,
France.....	2,
Spain.....	
Portugal.....	
Italy.....	
Austria.....	
East Indies.....	
United States.....	
Buenos Ayres.....	
Brazil.....	1,
West Indies.....	1,
	=

SEPTEMBER 30, 1

Statement showing the description and value of the exports from the United States from January 1 to September 30, 1868.

	R
Steel-iron.....	3
Iron.....	2
Paintings in oil.....	.
Porcelain.....	
Wine and steel-iron.....	15
Wire iron.....	5
Bar iron.....	2
Dried fish.....	
Scrap.....	1
	=
Total for nine months.....	30
	=

NORTH GERMAN UNION.

BERLIN, PRUSSIA.—H. KREISMANN, Consul.

DECEMBER 31, 1867.

showing the description and value of the exports from this consulate to the United States during the quarter ended this day.

l, cassimeres, &c.....	\$124,704 41
rls.....	3,626 91
woolen yarn.....	47,361 51
s of worsted yarn and embroideries.....	32,540 11
s.....	4,632 96
.....	3,157 88
buttons, and miscellaneous trimmings.....	16,657 02
nd hosiery.....	6,653 09
reelain wares.....	2,376 51
cory root.....	8,944 21
goods, manufactures of leather, iron, wood, zinc, clay, &c... ..	19,657 57
s.....	4,360 93
ings, prints, engravings, lithographs, &c.....	13,558 55
nd sulphate of barytes.....	58,731 92
s, cards, and boxes.....	3,915 33
eparations, colors, &c.....	15,351 51
uments, and chemical, optical, and philosophical apparatus	9,728 89
'skins.....	6,003 38
iquors.....	1,860 95
.....	1,756 05
.....	1,069 50
is goods.....	12,021 47
for quarter ended December 31, 1867.....	398,670 66
for quarter ended March 31, 1868.....	347,452 85
for quarter ended June 30, 1868.....	491,091 58
for quarter ended September 30, 1868.....	626,029 45
nd total.....	1,863,244 54

STETTIN, PRUSSIA.—L. R. ROEDER, Consul.

DECEMBER 31, 1867.

showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Thaler. sgr.
es, &c.....	30 4½
ters.....	450 00
.....	4,200 1
s.....	148 22½
.....	643 8
r quarter ended December 31, 1867.....	5,472 6½
r quarter ended March 31, 1868.....	8,682 3½
r quarter ended June 30, 1868.....	10,666 19½
r quarter ended September 30, 1868.....	30,530 21½
. total.....	54,349 21½



Table of importations to the port of Stockholm—Continued.

Description.	1867.	1868.
Sugar, refined .....	1,845,914	2,580,943
raw .....	12,609,016	12,666,270
Tallow .....	41,078	37,363
Tea .....	18,826	19,247
Tobacco leaves .....	1,069,342	1,382,009
stems .....	607,261	654,834
cigars, and other manufactured .....	28,034	30,423
Train oil .....	175,900	313,656
Wool .....	86,419	227,609
Wine in wood .....	1,171,372	1,192,332
in bottles .....	37,941	40,814
Yarn, cotton and wool .....	65,739	94,811
Sundries .....	4,876,302	5,797,702

The following is a synopsis of the total value of importation from the different countries in 1868:

	Rix-dollars.
Norway .....	600,411
Russia .....	7,170,164
Prussia .....	2,103,662
Denmark .....	1,859,371
Schleswig Holstein .....	14,439
Hamburg .....	1,429,979
Lubeck .....	6,786,661
Bremen .....	602,779
Holland .....	2,091,300
Belgium .....	540,001
England .....	7,136,982
France .....	2,963,904
Spain .....	291,108
Portugal .....	228,588
Italy .....	155,726
Austria .....	9,196
East Indies .....	187,553
United States .....	434,765
Buenos Ayres .....	255,876
Brazil .....	1,831,997
West Indies .....	1,102,164

SEPTEMBER 30, 1868.

Statement showing the description and value of the exports from this port to the United States from January 1 to September 30, 1868.

	Rix-dollars
Steel-iron .....	32,265.15
Iron .....	29,199.16
Paintings in oil .....	5,500.00
Porcelain .....	678.65
Wine and steel-iron .....	153,520.87
Wire iron .....	51,714.00
Bar iron .....	24,257.00
Dried fish .....	246.00
Scrap .....	10,951.00
Total for nine months .....	308,321.80

	Prussian thaler. agr.
iled.....	297 16
.....	14,375 27
.....	168 00
and skins .....	13,042 07
hiefs and human hair.....	140 12½
al for quarter ended December 31, 1867.....	89,298 14½

ANKFORT-ON-THE-MAIN.—W. W. MURPHY, *Consul General.*

MARCH 24, 1868.

e the honor to hand you herewith a tabular statement of the to the United States during the quarter ended the 31st Decem- 7, from all the States belonging to this consular district. exports from this city amounted during the said period to 40 florins, and from the whole district to 970,747 11 florins, which a decrease of 170,188 44 florins against the total amount of orts during the preceding quarter, when they amounted to 5 55 florins.

showing the description and value of the exports from Frankfort-on-the-Main, Hesse- dt, Hesse-Cussel, Nassau, and Brunswick to the United States during the quarter eember 31, 1867.

ription.	Frankfort-on the-Main.	Darmstadt.	Cassel.	Nassau.	Brunswick.	Total.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
.....	145,044 57	22,122 36	4,468 00	53,217 52	.....	224,883 25
.....	30,436 19	72,052 07	2,977 07	49,650 26	.....	155,116 59
rn, and cotton	27,388 20	2,881 14	7,435 20	3,394 54	.....	41,019 48
.....	17,702 23	7,200 00	.....	8,192 10	.....	33,094 33
.....	8,112 38	.....	.....	.....	.....	8,112 38
.....	6,931 16	15,716 35	.....	1,331 46	.....	23,979 37
.....	6,326 43	2,367 39	676 05	.....	.....	9,370 27
ly, &c.....	4,222 47	120,728 38	5,027 56	25,951 57	.....	155,931 18
.....	3,697 15	1,260 31	.....	.....	.....	4,957 46
.....	3,069 22	.....	2,753 27	.....	.....	5,822 49
ds.....	2,934 24	14,832 44	344 30	.....	.....	18,011 38
ecious stones,	2,543 20	.....	42,956 48	25,129 13	.....	70,629 21
.....	3,310 03	.....	.....	788 40	.....	4,098 43
.....	2,256 45	.....	.....	.....	.....	2,256 45
.....	2,070 15	.....	.....	.....	.....	2,070 15
.....	2,045 06	.....	.....	.....	.....	2,045 06
hair works, &c.	1,773 33	2,565 00	5,514 15	5,968 50	.....	15,823 38
.....	1,014 56	523 00	.....	.....	.....	1,537 56
.....	92 06	1,449 52	.....	.....	.....	2,431 58
.....	899 08	40,600 00	.....	.....	.....	41,499 08
ds.....	809 55	.....	.....	.....	.....	809 55
hemicals.....	781 37	25,641 10	.....	.....	.....	26,422 47
nd parts of	609 42	2,529 53	.....	.....	.....	3,139 35
.....	.....	15,206 00	.....	1,488 00	.....	16,694 00
ra, &c.....	.....	8,705 12	.....	.....	.....	8,705 12
de.....	.....	6,306 48	.....	.....	.....	6,306 48
.....	.....	3,911 01	1,512 35	.....	.....	5,423 36
er.....	.....	3,007 30	588 52	.....	.....	3,596 22
overs.....	.....	2,641 52	.....	.....	.....	2,641 52
.....	.....	2,048 02	.....	.....	.....	2,048 02
.....	.....	1,777 58	390 00	.....	.....	2,167 58
.....	.....	1,523 29	.....	.....	.....	1,523 29
.....	.....	1,157 55	.....	.....	.....	1,157 55
.....	.....	1,143 08	.....	.....	.....	1,143 08
.....	.....	1,052 23	2,200 00	3,720 00	.....	6,972 23
.....	.....	1,019 03	.....	8,397 54	.....	9,416 57
.....	.....	516 24	.....	2,000 43	.....	2,517 07

GEESTEMUNDE, HANOVER.—W. COLVIN BROWN, *Consul*.

SEPTEMBER 30, 1868.

In presenting my annual report I judged it best to confine it to a full and carefully prepared statement, showing the description and value of the exports from this consular district to the United States during the year.

It will be seen by the following tables that there has been a large falling off of exports this year as compared with the two or three preceding years. This was owing, it is believed, almost wholly to a stagnation of business in the United States :

*Statement showing the description and value of the exports from the consular district of Geestemunde during the quarter ended December 31, 1867.*

	Prussian thaler. sgr. f.	
Animals and birds.....	3, 201 15	2
Anchovies.....	2, 028 10	6
Basket wares.....	522 06	2
Chicory root.....	1, 200 15	9
Copy-books.....	800 12	9
Fancy dry goods, ladies dress goods, &c.....	10, 122 00	11
Glazed paper.....	840 14	11
Gloves, kid, worsted, &c.....	524 00	11
Glycerine.....	328 12	11
Glue.....	1, 200 17	11
Hair-cloth.....	15, 282 10	5
Hams.....	540 06	2
Lead and shot.....	1, 200 06	5
Linen goods.....	1, 320 15	2
Miscellaneous.....	2, 892 16	0
Music in sheets.....	315 06	2
Oil paintings.....	820 04	0
Pipes, meerscham and clay.....	3, 100 15	0
Printing paper.....	10, 824 10	6
Plate-glass.....	300 06	2
Rock salt.....	420 15	5
Sausages, pork, &c.....	800 10	6
Toys, wood, leather, &c.....	540 06	2
Ultramarine.....	8, 008 07	6
Umbrellas.....	5, 281 15	0
Wax tapers.....	800 10	0
Wine cordials.....	624 00	0
Zephyr wool.....	20, 082 06	2
Total for quarter ended December 31, 1867.....	83, 922 00	6
Total for quarter ended March 31, 1868.....	79, 794 16	0
Total for quarter ended June 30, 1868.....	100, 810 20	3
Total for quarter ended September 30, 1868.....	90, 425 05	2
Grand total.....	354, 952 11	11

HARBURG, HANOVER.—J. D. WESTEDT, *Consular Agent*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	Prussian thaler. sgr.
Bristles, ornamental feathers, and horsehair .....	24, 343 23
Glue, galleries, buttons, and quills.....	36, 730 19
Bremen blue.....	200 00

	Prussian thaler. sgr.
bled.....	297 16
.....	14,375 27
.....	168 00
r and skins .....	13,042 07
chiefs and human hair.....	140 12½
tal for quarter ended December 31, 1867.....	89,298 14½

ANKFORT-ON-THE-MAIN.—W. W. MURPHY, *Consul General*.

MARCH 24, 1868.

e the honor to hand you herewith a tabular statement of the  
to the United States during the quarter ended the 31st Decem-  
7, from all the States belonging to this consular district.  
exports from this city amounted during the said period to  
40 florins, and from the whole district to 970,747 11 florins, which  
a decrease of 170,188 44 florins against the total amount of  
orts during the preceding quarter, when they amounted to  
5 55 florins.

showing the description and value of the exports from Frankfort-on-the-Main, Hesse-  
adt, Hesse-Cassel, Nassau, and Brunswick to the United States during the quarter  
December 31, 1867.

ription.	Frankfort-on the-Main.	Darmstadt.	Cassel.	Nassau.	Brunswick.	Total.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
.....	145,044 57	22,122 36	4,468 00	53,247 52	.....	224,883 25
.....	30,436 19	72,052 07	2,977 07	49,650 26	.....	155,116 59
en, and cotton	27,308 20	2,881 14	7,435 20	3,394 54	.....	41,019 48
.....	17,702 23	7,200 00	.....	8,192 10	.....	33,094 33
.....	8,112 38	.....	.....	.....	.....	8,112 38
s.....	6,931 16	15,716 35	.....	1,331 46	.....	23,979 37
.....	6,326 43	2,367 39	676 05	.....	.....	9,370 27
dy, &c.....	4,222 47	120,728 38	5,027 56	25,951 57	.....	155,931 18
.....	3,697 15	1,260 31	.....	.....	.....	4,957 46
.....	3,069 22	.....	2,753 27	.....	.....	5,822 49
ds.....	2,934 24	14,832 44	344 30	.....	.....	18,011 38
recious stones,	2,543 20	.....	42,956 48	25,129 13	.....	70,629 21
.....	3,310 03	.....	.....	788 40	.....	4,098 43
.....	2,256 45	.....	.....	.....	.....	2,256 45
.....	2,070 15	.....	.....	.....	.....	2,070 15
.....	2,045 06	.....	.....	.....	.....	2,045 06
,hair works,&c.	1,775 33	2,565 00	5,514 15	5,968 50	.....	15,823 38
s.....	1,014 56	523 00	.....	.....	.....	1,537 56
.....	922 06	1,449 52	.....	.....	.....	2,431 58
.....	899 68	40,600 00	.....	.....	.....	41,499 08
ods.....	809 55	.....	.....	.....	.....	809 55
chemicals.....	781 37	25,641 10	.....	.....	.....	26,422 47
and parts of	609 42	2,529 53	.....	.....	.....	3,139 35
.....	.....	15,206 00	.....	1,488 00	.....	16,694 00
ers, &c.....	.....	8,705 12	.....	.....	.....	8,705 12
sic.....	.....	6,306 48	.....	.....	.....	6,306 48
rs.....	.....	3,911 01	1,512 35	.....	.....	5,423 36
er.....	.....	3,007 30	588 52	.....	.....	3,596 22
overs.....	.....	2,641 52	.....	.....	.....	2,641 52
.....	.....	2,048 02	.....	.....	.....	2,048 02
.....	.....	1,777 58	390 00	.....	.....	2,167 58
.....	.....	1,523 29	.....	.....	.....	1,523 29
.....	.....	1,157 55	.....	.....	.....	1,157 55
.....	.....	1,143 08	.....	.....	.....	1,143 08
.....	.....	1,052 23	2,200 00	3,720 00	.....	6,972 23
.....	.....	1,019 03	.....	8,397 54	.....	9,416 57
.....	.....	516 24	.....	2,000 43	.....	2,517 07

Statement showing description and value of exports from Frankfort-on-the-Main, &c.—Cont'd.

Description.	Frankfort-on-the-Main.	Darmstadt.	Cassel.	Nassau.	Brunswick.	Total.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
Soap and perfumery .....		585 49				585 49
Books .....		539 00		217 52		756 52
Pipes .....		259 46	6,002 48	10,926 00		17,188 34
Cast-iron goods .....			1,702 45			1,702 45
Musical instruments .....			571 42	511 00		1,082 42
Colors .....				3,267 42		3,267 42
Mineral water .....				2,777 00		2,777 00
Images .....				296 00		296 00
Paintings .....					3,054 37	3,054 37
Seeds .....					1,995 15	1,995 15
Photographic lenses .....					1,249 27	1,249 27
Sundries .....	2,420 50	7,319 34	1,551 26	1,837 26	281 18	13,410 34
Total .....	277,305 40	391,191 53	86,573 36	209,095 25	6,520 37	970,747 11
Quarter ended Mar. 31, '68	179,958 35	259,271 16	59,569 17	110,266 47	2,481 20	611,547 15
Quarter ended June 30, '68	290,172 29	291,852 38	115,625 12	279,528 02	8,322 37	985,561 01
Quarter ended Sept. 30, '68	267,725 25	346,224 09	242,754 46	183,413 40	92,740 25	1,132,860 25
Total for year .....	1,015,162 09	1,288,539 56	504,522 51	762,363 54	110,123 49	3,600,715 28

OCTOBER 1, 1868.

It is rather an unpleasant duty to commence my this year's report with the acknowledgment that since the late German war stagnation of business has been prevailing in Germany, and especially within the territory forming my consular district.

Said period has been remarkable for some far-extending monetary crises, connected with numberless cases of insolvency, from which commerce and industry have had so severely to suffer that the advantages, both of political and national economical progress, brought about by the conclusion of peace, have not yet been able to offer any adequate recompensation for the losses actually sustained.

The apprehension that the prevailing unsatisfactory state of affairs will not cease to exist until the transitory and unfinished condition of the German Empire shall have been removed, and the political unification of the different German tribes, north and south, become, in one form or another, an irrevocable historical fact, has led to universal discouragement and want of confidence.

The population of the provinces newly incorporated into the Prussian monarchy complain of having derived no essential advantages, so far, from the new organization of things of having been deprived of many valuable privileges and enjoyments formerly connected with their political and personal freedom, and of having been burdened in return with heavier military duties and pecuniary taxes. Generally, therefore, they feel dissatisfied with the new order of things, thus contributing by their complaints to increase the mistrust in an early improvement.

That state of affairs, however, is not resulting alone from the late political changes, but, in a great measure, too, from the overproduction which for several years has been going on in Germany. As long as the United States offered a ready market for the sale of the manufactures of Germany the overproduction was not so tangible; but as soon as our market commenced to be overstocked, and to make that practice no longer available, a number of manufacturing establishments in Germany were at once obliged partly to limit and partly entirely to stop their activity. This, at the same time, led to a rather peculiar embarrassment. The large manufacturers, that is to say those who had to dispose of ample funds in order not to lose their good workmen, whose services they might sooner or later need upon a favorable turn of circumstances,



were obliged either to pay their workmen without any work, or continue working and send the goods thus forcibly manufactured on consignment to the United States, running the risk of the loss on such shipments to pay their workmen for their support, for the mere purpose of keeping them at their disposal. Naturally they preferred the latter, the more so as they were, and are still, well aware that it is more prudent in this country to make that class of people work than allow them to pass their time in idleness, and perhaps induce them to meddle in political reveries and plots. Thus the circumstance seems to be explained that, in the face of the losses which manufacturers may expect to experience from the consignment of goods to the United States, so large quantities of goods have all the time been shipped to our country. And probably that practice, although it has been of late considerably checked by the high tariff, will be continued in a certain degree so long as business in Germany does not recover its former regular activity and extent. But, also, the large class of smaller trades and business men have been suffering from the prevailing state of affairs; the more so as the prices of almost all the necessities of life have risen to double the average rates of former years. And there is no hope at all that this deficiency will be soon remedied. The easier communication by rail and steamer, whereby the obstacle of distance has been so much removed, has encouraged and increased speculation, especially in all sorts of agricultural produce, to such a degree that the prospects of a speedy remedy in that direction are very small. \* \* \* \*

I feel bound to notice here that one of the more special consequences of the late war has been the delayed publication of the regular reports of the board of commerce of this city. Although I have availed myself of whatever these publications contain of matters at present interesting, I have been obliged to complete the statistical part of my report from other authentic sources. But still I cannot let this occasion pass without acknowledging that said publications of the Frankfort board of commerce are of a very elaborate and interesting nature, furnishing the praiseworthy evidence that the board has been uninterruptedly endeavoring to deliberate and treat on all important questions which have arisen on the subject of national economy, and very successfully, too. Especially since the incorporation of Frankfort into the Prussian monarchy, by which the commercial and industrial interests of the same have been so very remarkably damaged, the board has not ceased closely to watch those interests and to avert further injury. When, for instance, during the first part of the year 1867, the apprehension was rather universal that the Prussian government intended to remove the court of appeal from here to Cassel or Wiesbaden, the board submitted a very elaborate memorial to the minister of justice at Berlin, forcibly pointing to the disadvantages of such a removal to the commercial intercourse of Frankfort, and praying that the court should be continued in its former organization, and at its ancient seat of historical fame. The document was presented in person, and warmly advocated, by Baron Charles Rothschild, a member of the board, and at the same time the representative of the city in the North German parliament. The minister replied at once that the government had not yet considered the plan of such an alteration. In case, however, that the establishment of a common system of the proceedings in civil suits should require a reorganization of the courts of appeal of the kingdom, then certainly the question should be maturely deliberated whether it was not advisable to form a separate district sufficiently extensive for the jurisdiction of a court of appeal, with Frankfort as residence; it being evident that the commercial inter-

ests of the community could only then be properly protected, when all disputes and differences arising from commercial transactions could be directly submitted to the judgment of the court, in the second instance at the very place of the difference, and within the shortest possible time. He added the confident assurance that for the present time a removal of the court of appeal was not at all intended by the government.

The board was further successful in its efforts to prevent the introduction of the thaler instead of the florin currency, intended by the Prussian government, by clearly showing that such a transformation of standard would entirely cut off the business relations of Frankfort with middle and southern Germany, for which it formed in a manner the commercial and financial capital.

As regards the administration of the post office department, the board has not only brought about an early introduction of all reforms in the line, indispensable at present for the benefit of the corresponding public but has also managed that many arrangements which, from older times have been found convenient for the local intercourse of the city, have been left unchanged, although they are not in operation in the old Prussian provinces.

The management of the railway department has caused the board to direct the attention of the government to the three following points: first, that the free and mutual-concurrence of the different railway lines terminating here should be sustained, or rather restored; secondly that proper steps should be taken to remove the prejudicial influence of discriminating tariffs, and to establish some uniform classification; and thirdly, that by the construction of some additional lines, Frankfort should be offered an equivalent for the traffic withdrawn from here by some of the new-laid competition lines. The negotiations and correspondence opened by the board on the subject, both with the governments interested and the directors of the different private railway companies, are all speaking in favor of the realization of these demands.

In the realization, however, of another important plan, I am sorry to state the board has not been successful. Mr. Ph. Laurin, the city engineer, had prepared a very able sketch of the opening of the channel to connect the Main port of Frankfort with the Rhine, for the purpose of improving and advancing the river navigation by way of Mayence, Cologne, Rotterdam, &c, to the North Sea. The plan was submitted to the Prussian minister of commerce, but rejected by the same on the ground of unproportional high cost connected therewith. The minister intimated, however, that the government had proposed to deepen the river in accordance with the requirements of navigation, and the funds were at disposal for such purposes.

Another subject, of special importance to foreigners temporarily residing in Frankfort, deserves the more to be mentioned upon this occasion as already a few Americans have been suffering from the malpractice connected therewith. I mean the law concerning imprisonment for debt which, although repealed for the whole territory of the North German Confederation, is still in force in this city for foreigners, chiefly on ground of an opinion given on the subject by the board of commerce. While the repeal of the law in question was under deliberation in the North German parliament, the Prussian minister of commerce, trade, and public works requested the board to submit its opinion on the following questions, viz:

“1. If the reaction which the abolition of imprisonment for debt probably would exercise on the system of credit, especially of small

and business men, might be considered as an essential objection to the repeal of that executive measure; and, if the maintenance of the same might appear proper in so far as it might be the means of forcing foreigners to meet the engagements entered into by them towards citizens of the North German Confederation.

While the board advocated in the strongest terms the repeal of the law for the arrest of subjects of the North German Confederation, it just as strongly recommended that it should be kept in force for foreigners. The reply of the board reads as follows:

With regard to the second question, we favor the opinion that imprisonment for debt should be kept in force for foreigners, as a means of forcing them to meet their engagements entered into towards domestic creditors, thus to save the latter the trouble of being obliged to apply for that purpose to the courts of foreign countries. At the same time, however, we consider it rather hazardous to make the application of imprisonment dependent in this case upon the proof of reciprocity, as has been proposed at the meetings of the North German parliament, according to some late public opinion. That proof would generally not cause much trouble, while the proof of the reciprocity of the foreign debtor would lead in many cases to great difficulty. Furthermore, a foreigner would certainly at once claim diplomatic intervention, thus introducing a complicating question whether that intervention should be granted or refused, and its effect on the execution of the personal arrest entered by court. As, therefore, reciprocity may lead to many errors, it seems to be more correct that each country should simply apply at home its own civil and court laws.

We permit ourselves to remark in this respect that the French law of the 22d of July, 1867, expresses quite plainly and concisely as follows:

*Art. I. La contrainte par corps est supprimée en matière commerciale, civile et pénale.*

*I. Elle est maintenue en matière criminelle, correctionnelle, et de simple*

*police.* Other articles merely refer to the manner of the execution of the second

part without entering more fully into the peculiar contradiction contained in the reference to the French law, when compared with the above opinion of the board of commerce, I beg merely to direct your attention to the law of the 29th of May last, whereby imprisonment for debt has been abolished for the whole territory of the North German Confederation, which reads in translation literally as follows:

William, by the grace of God King of Prussia, &c., do ordain, in the name of the North German Confederation, and with the consent of the federal council and Parliament, as follows:

1. Personal arrest, as a measure of execution in civil matters, is no longer to be used as it is intended to enforce the payment of a certain amount of money or of a certain quantity of seizable things or papers of value.

The legal provisions admitting personal arrest for the purpose of securing the execution or continuation of legal proceedings or an arrest on the estate of a debtor (judicial arrest) remain unaltered.

The provisions of section one are applicable also to obligations entered into before the issue of the present law, even when personal arrest should have been pronounced or the execution of the same commenced already.

All provisions being at variance with the present law are hereby annulled.

The present law shall be in force on the very day in which it shall be published in the official papers of the North German Confederation.

In witness, &c.,

WILLIAM.

BISMARCK SCHOENHAUSEN.

It is not the least distinction is made in the foregoing law between the subjects of the North German Confederation and foreigners, the above opinion of the board of commerce does not appear justified at all; still, however, the fact that the antiquated practice of imprisonment for debt is kept in force in this city for foreigners, without any consideration of the principle of reciprocity observed by their native governments.

Therefore, perhaps, it might be proper for our government to direct the attention of our representative near the North German Confederation at Berlin to the subject, and cause him to have that unjust distinction repealed; the more so, as already in my consular district two cases have turned up in which American citizens—and moreover ladies—have had to suffer from said malpractice, apparently without any urgent cause.

On the 1st of July, 1867, as I have stated upon some former occasion the administration of the posts of the Prince of Tour and Taxis was transferred first to the Prussian government and then, on ground of the law passed on the 2d and 4th of November last, by the federal Parliament to the North German Confederation. By this change a number of postal improvements have been accomplished to the benefit of the public. The most important of the same are a general reduction of the rates of postage and the establishment of a uniform tariff of three and seven kreutzers (two and four and two-third cents) for a single letter of one "loth," or half an ounce, and for a double one of a weight up to sixteen "loth," or eight ounces, for the whole of Germany, the German territory of Austria included; and further, the conclusion of a number of international postal treaties, by which, irrespectively of a considerable reduction of the rates of international postage, a better organization of the freight and package-post conveyance, and at the same time the extension of the postal money-order system over the international intercourse, have been established. One thing, however, is much to be regretted; I mean that the forwarding of newspapers by mail is still taxed with the enormous provision of twenty-five per cent. of the subscription price of each paper; and further, that printed matter and newspapers "cross-band" can be mailed in Germany only up to a weight of sixteen "loth," or eight ounces, although such parcels are not only forwarded in the United States, Great Britain, and France up to a weight of three pounds, but as they are also, up to the same weight, accepted and forwarded by the German post offices to the said three countries. This constraint originates, evidently, as shown upon several former occasions, from the illiberal and unpatriotic principle of suppressing the freedom of the press as much as possible.

I ought to remark here that the reduction of the rates of postage has led from the first year since its introduction to a very considerable decrease of the postal receipts, estimated at more than a million of thalers. Experience proves, it is true, that such reductions have been everywhere connected in the beginning with a temporary decrease of the receipts, which will be compensated, by little and little, through the subsequent increase of correspondence; but in this case the principal reason is said to be that the correspondence has not increased at all in the degree expected, chiefly in consequence of the general and lasting stagnation of business.

The telegraphic intercourse of Frankfort has also enjoyed some important improvements during the year. While formerly there was only one telegraphic office here—a branch establishment of the bureau of Wob at Berlin—Reuter also opened a branch here about the middle of last year. The police, however, interfered and closed the office, on the ground that its establishment was not in accordance with the general rules adopted in Prussia for the administration of the telegraph department. In consequence of a petition on the part of Reuter's counsellor, the board of commerce submitted to the consideration of Count Bismarck, as chancellor of the North German Confederation, stating that the establishment of a competing telegraph agency would be of great consequence and benefit for this place, especially as some very extensive business was transacted here in United States bonds. During the short time the

Reuter's agency had been in existence, previous to its suppression, the New York quotations, which are the deciding ones for Frankfort, had been speedily and safely reported in a regular and reliable manner, to the greatest advantage of all business men. As long, however, as Wolf's agency had been alone in existence, the telegraphic communication was altogether uncertain and untrustworthy, as it was in the pay and under the control of a few large speculators and dealers in United States bonds, upon whose arbitrary will all the rest of the exchange operators were entirely dependent with regard to the mediation of American reports. Thus the solidity of business was, in fact, endangered, and the way paved for the abuse of stock-jobbing.

Upon the receipt of this representation, Count Bismarck at once countermanded the order closing Reuter's agency, which has been re-opened since about half a year, under the firm of "Bureau of Telegraphic Correspondence for Middle, Western, and Southern Germany, at Frankfort-on-the-Main."

Going over to the special business of Frankfort during the year 1867, I am sorry to repeat that upon the whole it was very unfavorable. Dullness in almost all branches of trade; precaution, both in granting and claiming credit; dislike of far extending speculations, and new enterprises, in the face of a very low course of exchange. All that taken together characterized the business of the past year, which even cannot be compared with its stormy and ominous predecessor. The year 1866 had at least a few satisfactory periods in its beginning and at its end, while the year 1867 was altogether unsatisfactory. The great political commotions of 1866 had surprised the country too rapidly and forcibly to be able soon to re-enliven confidence and courage. Here in Frankfort the discouragement was still increased by the delayed regulation of the internal, and especially the financial, relations of the little commonwealth. In this respect I beg to state that the war loan of 1,200,000 florins, which in 1866 was obtained by force from the Frankfort authorities, by the commander-in-chief of the Prussian troops, has not yet been returned by the government. On this subject the board of commerce makes in one of its publications the following rather characteristic remarks:

In consequence of the dissolution both of the government and the legislative bodies of the free city of Frankfort, ordered on the 17th of July, 1866, we found ourselves unexpectedly in the situation, upon the demand of the military commander-in-chief, to open negotiations with the latter for the war contributions imposed by him, and at the same time to decide upon steps to be taken with regard to the forcible measures with which the city had been threatened. We can look back to the important negotiations which we had to carry out during that fatal period, with the consciousness of having performed our duties faithfully. But still we feel bound to abstain upon this occasion from giving a detailed account of that part of our activity, and believe to act at present, as at that calamitous time, in the interest of our native town, by withholding the critical examination of the events of the past from the discussion of the moment, preferring to leave the same, according to their character as historical facts, to the judgment of history.

That the negotiations on the return of that same loan are going on till at present, that is to say, after the expiration of more than two years, appears from a late official notice of Herr von Madai, the present Prussian chief magistrate of this city, which is rather characteristic, from the reason by which it tries to excuse the delay of the re-payment. It reads in translation as follows:

In addition to my publication of the 26th of February last, according to which the loan of 1,200,000 florins, contracted on the ground of certain decrees of the senate and the legislative body of the 25th and 28th of August, 1866, by the exchequer of this city, the debt of the late free city of Frankfort-on-the-Main, could only be repaid after the controversies between the State and the city of Frankfort had been settled, and for that purpose the 1st of October of the present year had been taken in view. I now, by order



of the minister of finance, have to inform the public that said settlement between the State and the city of Frankfort not yet having been realized, the government has felt obliged still further to detain the re-payment of said debt to the 1st of March, 1869. The creditors of the loan are, therefore, hereby requested to present their bonds for further prolongation and stamping, in the same way as in February last, at the office of the city exchequer.

Frankfort-on-the-Main, September 22, 1868.

The president of the police department.

VON MADAL

The extent and importance of the trade in goods carried on in Frankfort appear the best from a review of the goods which have been entered at the Frankfort custom-house; especially when there is stated at the the same time the proportion to the total imports of the German Zollverein. \* \* \* \* \* At the same time statistical statements prove sufficiently that Frankfort is not a mere money and exchange place. For a city of not yet 80,000 inhabitants, and not even situated on an important navigable river, and nevertheless able to import a quantity of goods constituting in some instances the tenth part, in some the sixth, and in others even the fifth part of the total import of the German Zollverein, is certainly not to be looked upon as an insignificant commercial place.

Therefore it may appear rather peculiar that, in the face of that undeniable fact, the Prussian government has thought proper to select the city of Cassel, the commercial importance of which is by far inferior to Frankfort, as the seat of the provincial custom-house office, instead of leaving the same here, where it has been during the whole existence of the German Diet.

The total amounts of the import and export duties received at the Frankfort custom-house offices, during the last three years, appear from the following statements:

Years.	Import duties.	Export duties.	Total
	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>
1865.....	822, 207	16, 843	839, 050
1866.....	745, 713	881	746, 594
1867.....	814, 991	1, 108	816, 099
Therefore, in 1867, when compared with 1866.....	+ 69, 278	+ 227	+ 69, 505
When compared with 1865, however.....	- 7, 216	- 15, 735	- 22, 951

The share of Frankfort in the total receipts of the import and export duties of the German Zollverein appears from the following statement:

Years.	Received at Frankfort.	Total receipts of the German Zollverein.	Portions of same received at Frankfort.
	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>
1865.....	839, 050	23, 991, 025	3. 5 per cent.
1866.....	746, 594	21, 341, 635	3. 5 per cent.
1867.....	816, 099	24, 186, 673	3. 4 per cent.

From the two foregoing statements it appears the total receipts of imports and exports duties at Frankfort amounted in 1867 to 816,099 thalers, or 69,278 thalers more than in 1866, but 7,216 thalers less than in 1865; which, when compared with the total receipts of the German Zollverein, amounts to 3.4 per cent. in favor of Frankfort.

business of the Easter fair amounted in 1867, as regards the tons, to 55,333½ quintals, while it amounted in 1866 to 71,763 which shows a decrease for 1867 of 16,429½ quintals. business of the two fall fairs, amounting to 55,361½ quintals in to 54,260½ quintals in 1866, shows the trifling surplus of 1,101½ in favor of 1867. As regards the exportations, the Easter fair fell short 2,331 quintals, and the fall fair of 10,344½ quintals, compared with those of 1866. Following table exhibiting the amounts of goods imported and at the fairs of Frankfort since the year 1836, that is to say, time that Frankfort joined the German Zollverein, is the more significant as it shows at the same time the gradual but natural decrease in importance, both of the Frankfort fairs especially, and of the systems generally :

Years.	EASTER FAIRS.		FALL FAIRS.	
	Imported.	Exported.	Imported.	Exported.
	<i>Quintals.</i>	<i>Quintals.</i>	<i>Quintals.</i>	<i>Quintals.</i>
.....	146,377	88,444	191,296	88,860
.....	144,138½	144,681	137,811	101,783
.....	162,855½	103,059½	142,990½	105,939
.....	154,636½	102,943	146,973	102,975
.....	160,811	108,636	130,971	105,394
.....	188,356½	107,450½	153,325½	105,459½
.....	178,769½	109,574½	134,764	103,037
.....	169,558½	110,987	138,388	99,958½
.....	165,557	111,074½	151,615	111,389½
.....	125,450½	89,831½	146,574½	99,967
.....	139,688	101,973	157,721½	100,713
.....	173,558½	99,396½	132,347½	90,012½
.....	96,159½	56,053½	91,265½	62,961½
.....	124,268½	94,257½	148,780	80,866
.....	126,095	80,780½	112,365½	73,282½
.....	149,823	72,053½	95,249½	63,157½
.....	124,779	66,058½	98,361½	52,200½
.....	112,730½	76,760½	115,860	62,813
.....	160,856½	60,696½	101,368½	54,822½
.....	113,164½	46,077½	129,521½	78,722
.....	91,756½	58,976½	98,907½	52,134½
.....	140,991½	52,925½	103,671	49,195½
.....	100,745½	61,406½	106,916½	50,146½
.....	105,174½	39,780½	66,501½	32,900½
.....	64,987½	32,921½	95,301½	35,241
.....	96,454½	31,222½	65,048½	27,506½
.....	103,240½	67,139½	72,064½	75,050½
.....	96,216½	52,860½	75,182½	50,512½
.....	80,257½	49,595½	73,881½	36,982
.....	85,803½	23,404½	71,007½	25,919½
.....	71,763	25,757½	54,260½	25,200½
.....	55,333½	23,426½	55,367½	14,856
total.....	4,010,358½	2,350,213½	3,565,654½	2,219,959
amount, therefore, for the above years amounts per year to.....	125,323.70	13,444.17	111,426.70	69,373.72
of 1867, however, when com the average amount, are falling	55.8 p'r cent.	68.1 p'r cent.	50.3 p'r cent.	76.6 p'r cent.

de in grain and agricultural produce yielded in 1867 higher than had been witnessed since the Crimean war. According to official reports of the Prussian ministry of agriculture the crop in 1867 was, of wheat, 0.74; of barley, 0.87; of oats, 0.97; of peas, 0.97; of beans, 0.80; of potatoes, 0.97; of turnips, 0.67; of sugar-beet root, 0.77; of tobacco, 0.77; showing that not a single product yielded a better crop. Therefore as the crop of 1866, though more favorable than of the preceding year, has not been a full crop, there were no surplus on hand, and the new crops, of course, not sufficient for the present consumption. This, as well as the extreme need in Eastern Prussia, Finland, Algeria, and other countries suffering from failures of

crops, encouraged speculation, and led to the said extraordinary ri prices.

The trade in hops suffered very much under the pressure of the ge want of labor and the consequent destitute condition of the lab classes, whereby naturally the consumption of beer, that wholesome favorite beverage of the Germans, was considerably reduced. The ex tation to France, too, was neither extensive nor remunerative. failure of the crop in England, however, caused some very exten exportation to that country, in which several large houses in this took some considerable share.

The business in colonial produce was much depressed during the w year. The coffee trade, one of the principal branches of the busi here, was chiefly limited to sorts brought over from the English mar The Dutch business was in the same way neglected, as the quali almost all the varieties of Java coffee has been decreasing in conseque of a general degeneration of the article. The consumption, however the inferior sorts of Rio coffee, which have become so very cheap, over a year have considerably increased, while formerly they were in market in but very limited quantities. The amount of the busi transacted here during the year may be estimated at about six mill of florins.

During the last sixteen years the following quantities of coffee entered and paid duty at the Frankfort custom-house:

Years.	Quintals.	Difference against the preceding year.	Years.	Quintals.	Diffe again prece ye
1852 .....	57,891	+3,557	1860 .....	72,952	-
1853 .....	60,340	2,449	1861 .....	85,381	-
1854 .....	67,203	6,863	1862 .....	72,362	-
1855 .....	72,205	5,002	1863 .....	72,601	-
1856 .....	67,142	5,063	1864 .....	79,649	-
1857 .....	68,820	1,678	1865 .....	83,613	-
1858 .....	71,862	3,042	1866 .....	82,192	-
1859 .....	68,715	3,147	1867 .....	89,722	-

The results of the horse fairs since their establishment in the year are exhibited in the following table:

	Luxury (riding and coach) horses.	Heavy draught horses.	Farm horses.	Colts.
1862 { Spring market .....	350	330	570	.....
1862 { Fall market .....	380	410	620	.....
1863 { Spring market .....	360	370	780	.....
1863 { Fall market .....	370	380	710	.....
1864 { Spring market .....	380	370	680	.....
1864 { Fall market .....	360	320	730	.....
1865 { Spring market .....	425	306	705	.....
1865 { Fall market .....	362	324	695	116
1866 { Spring market .....	412	315	718	.....
1866 { Fall market * .....	.....	.....	.....	.....
1867 { Spring market .....	360	322	692	.....
1867 { Fall market .....	290	310	532	50

\* Not held in consequence of the unfavorable warlike times.

The table shows that the spring market of 1863, with one thousand hundred and ten horses sold of the number brought to market, was best, and the fall market of 1867, with only one thousand and eig two horses, the poorest market during the six years. A market for c was opened in 1865, without meeting any remarkable results.

One of the principal branches of trade in Frankfort is that in h

12. In 1867 the same was remarkable for a great reduction of in calf-skins, as well as in dried and salted domestic neat, and small hides. This deficiency was caused by the increased exportation of cattle to England, Belgium, and Holland, in consequence of the cattle disease then prevailing there. In calf-skins the business was in the beginning of the year very satisfactory at advancing prices, caused by an extensive exportation to France and to the domestic consumption of kid leather. As soon, however, as the Luxembourg question was brought forward for diplomatic discussion, the sales stopped, prices went down, so that sellers suffered some very heavy losses. However, were afterwards compensated for all those who had been deprived of that time of disturbance by making cheap sales; for, as soon as the war-noise had subsided business became lively, and prices reached an unprecedented height, so that the transactions in this branch of the business exceeded those of the preceding year by more than one-fourth. Kid-skins, which realized very high prices from March to May, had, during the second half of the year, undergone a reduction of from thirty to forty per cent. in consequence of diminished exportation of gloves to the United States. The extent of business in goat-skins was equal to that of the preceding year, with the exception that some greater quantities were worked into kid leather. Salted neat and cows' hides advanced slowly from 12 to 14, (previously 10 to 11½ kreutzers,) 8 to 9½ (respectively 6½ to 7½ cents) per hide. The prices, however, of dried small skins, the supplies of which were more than one-third less than in the preceding year, advanced 10 to twenty per cent. In all the other branches business was normal, with the exception of hare and rabbit skins, in which it was moderate, especially towards the end of the year, when the unfavorable reports on the course of business in our country created an injurious effect throughout the country. Sheep-skins also, in which business was in the beginning of the year tolerably good, afterwards considerably declined upon a general falling off of the price of the prices of wool and the quantities sold at the principal fairs in Prussia, during the year 1867, appear from the following table:

	Extra fine wool.	Fine wool.	Middling wool.	Common wool.	Total.
	Quintals.	Quintals.	Quintals.	Quintals.	Quintals.
.....	36,702	33,467	2,356	72,525	
.....	3,000	16,000	27,000	4,000	50,000
.....	596	900	1,660	3,156	
.....	76	650	52	778	
.....		252		252	
.....	198	228	607	1,033	
.....	150	100		250	
.....	135	720	1,245	2,100	
.....	120	320	1,100	1,600	
.....	2,150	2,250	2,391	6,791	
.....	300	5,000	7,700	13,000	
.....		44		44	
.....	164	205	1,119	242	1,730
.....		10,066	10,771	137	20,974
.....	2,179	6,741	7,844		16,764
.....			7,800		7,800
.....		4,200	6,571	3,200	13,971
.....	5,643	82,339	107,796	16,990	212,768
.....	4,136	44,069	86,801	32,399	167,405
.....	1,507	38,270	20,995		45,363
.....				15,409	

\* Was not held.

Prices of wool per quintal.

	Extra fine wool.	Fine wool.	Middling wool.	Common wool.
	Thalers.	Thalers.	Thalers.	Thalers.
Berlin .....		70 to 80	60 to 70	50 to 60
Breslau .....		85 to 98	72 to 83	62 to 70
Cassel .....		69 to 76	65 to 67	56 to 73½
Coblenz .....		60½	56½	46½
Dietz .....			57 to 63	.....
Dusseldorf. * .....		65 to 70	56 to 62	45 to 53
Elbing .....		70	62 to 65	.....
Halle .....		70 to 71	64 to 70	58 to 65
Hanover .....		66 to 80	56 to 65	32 to 55
Hildesheim .....		75 to 85	67 to 74	60 to 68
Königsberg .....	78 to 81	72 to 75	62 to 69	.....
Landsberg on the Warta .....		69 to 75	60 to 68	54 to 58
Magdeburg * .....				
Mühlhausen † .....				
Paderborn .....	70 to 73	65 to 68	60 to 62	53 to 55
Pomer .....		75 to 86	60 to 75	58 to 60
Stettin .....	68 to 76	67 to 73	65 to 69	.....
Stralsund .....			58 to 67	.....

\* Unknown.

† Was not held.

With regard to the foregoing statement I beg to remark that the increase in the quantity of wool sold in 1867 over that sold in 1866 originated chiefly from the circumstance, that four principal markets of the newly incorporated provinces have been added to the list of Prussian wool markets in 1867, viz: Cassel, in the late electorate of Hesse Cassel; Dietz, in the late duchy of Nassau; and Hanover and Hildesheim, in the late kingdom of Hanover.

With regard to the present year, I may add at once that the expectations of wool merchants that the trade might take a favorable turn this fall have not been realized at all. On the contrary, the Leipsic fair, where the wholesale business is transacted, did not show any remarkable inclination to buy, even not at the low prices at which the article was offered again this year.

The trade in metals suffered considerably during the year from the prevailing want of confidence. The decreased transactions in iron are chiefly ascribed to the great decrease of building enterprises and speculations, caused by the late German war and the dissolution of the German Diet connected therewith. The tendency of rolled and forged iron was decidedly declining; and if the demand for iron for railroad purposes had not been so extensive, prices would have still more declined. The speculation in copper was very limited, notwithstanding the unusually low prices at which it was offered. The quantities imported from Chili at English and French ports reached a considerable extent. The United States exported, in consequence of the high rate of gold, very large amounts of fine qualities as return cargo. As, however, the demands were entirely limited to actual consumption, prices continually declined. Good middling qualities, which in the beginning of the year had yielded forty-eight to forty-nine florins, sold towards the close at from five to six florins lower.

For iron founderies and machine and engine factories the year was altogether unfavorable. New orders of any importance and at paying conditions could scarcely be obtained.

None of the building trades, whose activity had been almost at a standstill since the late war, offered remarkable opportunities for orders in this line. In the machine branch the demands had been lessened by the increase of foreign competition and the consequent decline of prices.



Luxembourg question also exercised some very prejudicial influence by entirely stopping the business for a while; but still the number of workmen employed here, at the establishment of this branch, amounted in 1867 to about six hundred.

The fabrication of lamps, especially of such for the use of petroleum, was more favored in 1867 than in any former year. During the fall and winter months the demand for this article increased to such an extent that the manufacturers were not able to execute all orders. This increase was evidently due to the cheap price of petroleum in connection with the prevailing inclination of the public at large to economize. The price in petroleum, however, was not at all satisfactory during the year. In consequence of increased production the article declined to so low a level of prices as could hardly cover the cost of production and preparation.

The increased demand during the latter part of the year for benzine, both at the American and European markets, caused some rise of price of the article, by which the cost of the refining of raw petroleum was lessened. The former low value of that secondary production from the refining of petroleum did not cover the cost of barrel and transport from the interior to the ports, so that benzine henceforth had to be consumed at a higher price. This enhancement of the value of a secondary product, formerly almost worthless, could not but exercise some influence on the price of refined petroleum; and, at the same time, that production increased at a level of prices which formerly had been considered as altogether unprofitable for any further preparation of oil. On the last of December, 1867, the supplies of raw and refined oil were not only larger at the American markets than at the end of the preceding year; but also in Europe the stocks were larger by thirty to forty per cent., in the face of the increased consumption; so that, at present, the production of petroleum very likely considerably exceeds consumption. Under such circumstances, of course, no profitable business was to be expected for the broker or commission merchant, who, on the contrary, were happy when they succeeded in disposing of the quantities imported without any loss.

In the fabrication of toilet soap and perfumeries, I am happy to state, in comparison to the few branches of industry that have not suffered from the unfavorable pressure of the times. Each year brings an increase both in the consumption of the article and of the markets for its sale. This was the case, too, in 1867. Almost all the manufacturers of Frankfort were throughout the year so busily engaged that they were hardly able to execute all the orders they received. The Frankfort manufacture in this line of business has, in fact, acquired a world-wide reputation, as it has ever successfully beaten the competition of French industry. The amount of transactions amounted in 1867 to about 800,000 florins, against 650,000 florins in the preceding year. The number of workmen increased to over three hundred. \* \* \* \* \*

With regard to the manufacture of textiles I should remark, that the depression of the twist market at Manchester, prevailing towards the end of 1866 up to the month of May, when, after the settlement of the Luxembourg question in favor of peace, greater activity of business took place. The following month, however, brought an uninterrupted decline of prices of twist in consequence of the very favorable reports of the abundance of the cotton crop in our country. This led at first to cautiousness and a check of all far-extending business operations. In the month afterwards, in September, a number of failures were reported.

In Liverpool, the twist business completely stopped. Each day brought some further decline of prices and, consequently, additional losses. In October prices had reached so low a rate that the necessary

supplies could be covered without great risk. This circumstance explained by the fact that the demand here became rather lively while business in Manchester still continued very inactive. The unusually early arrival of shipments of American cotton of the new crop made stagnation at Liverpool and Manchester rather permanent, so although in December speculation commenced to revive, prices continued to maintain their low rate.

The considerable reduction of prices exercised, of course, a very favorable influence on the business of the spinning establishment the Hohe Mark, a joint stock enterprise and the greatest factory in the neighborhood. As the company, from general reasons stated before, did not like to limit or stop their activity, they were of course obliged partly to work for their own account. This, however, changed in the beginning of the present year, the importation of cotton, especially from the East Indies, turned out less extensive than expected, and on account of the apprehension that the crop had been a failure. In consequence the demand for spun yarn and other manufactures was so lively that the losses sustained in 1867 were completely compensated in the months of the present year. While the stock on hand amounted at the end of 1867 to eight hundred and sixty-four bales of cotton, at a value of one hundred and sixteen thousand four hundred and sixty florins, and to two hundred and eighty-eight thousand six hundred eighty-eight pounds of yarn, at a value of one hundred and fifty thousand six hundred and five florins, the sales amounted to one million one hundred and fifty-two thousand five hundred and thirty pounds, at a value of eight hundred and forty-six thousand one hundred and sixty-two florins. During the last seven years the production of the establishment has been as follows: In 1861, 440,161 pounds; in 1862, 518,866 pounds; in 1863, 347,457 pounds; in 1864, 496,208 pounds; in 1865, 775,688 pounds; in 1866, 956,373 pounds; in 1867, 1,275,000 pounds; which shows that the production of the year 1867 has been the largest since 1861.

For comparison with similar establishments at home, I beg to refer to the last yearly settlement of the spinnery of the Hohe Mark, of the 31st of December, 1867. It runs as follows:

DEBIT.	
Machine and utensil account: Spinning machines, transmissions; steam engine and boiler; wire-rope transmission and utensils.....	564
Building account: Buildings for the spinnery; water and gas works; workshops; store-houses; residence of the director and dwelling places of the workmen.....	501
Land account.....	8
Furniture and conveyance account.....	11
Cash account.....	4
Ninety-two debtors.....	81
Fire insurance account: Prepaid premiums.....	9
Account of charges: Provisions of coal, leather, oil, iron, ropes, paper, &c.....	13
Account of merchandise: Supplies of raw cotton yarn and refuse.....	277
Profit and loss account.....	70
	<hr/>
	1,534
	<hr/>
CREDIT.	
Stock account.....	75
Primary shares account.....	24
Wear and tear account.....	7
Thirty-one creditors.....	40

	Florins.
Wages account : Stopped wages.....	4,932 03
Funds for the relief of the sick and distressed.....	1,231 07
Saving fund.....	1,149 47
	<hr/>
	1,535,844 47
	<hr/>

The foregoing statement shows that the factory is working with a capital of more than one million and a half; and, further, that it is managed in a very humane manner with regard to its workmen, by the establishment of a saving fund, as well as a relief fund for sick and distressed laborers.

The business in manufactured goods was far more unfavorable than in 1866. Not only dearness and apprehensions of war, which limited consumption to the most indispensable necessities, but also the enormous decline of the price of cotton, reduced the value of the goods on store in an unprecedented proportion. Fashion, too, which in ordinary times will contribute towards advancing the activity in this branch, exercised this time a slackening effect by the introduction of tighter and shorter ladies' dresses, whereby the universal tendency of economizing and saving was still promoted. The same disposition was prevailing with regard to white goods, cloth, hosiery, tulle, lace, &c., all of which had more or less to suffer from the said decline of the prices of cotton.

With regard to the manufacture of paper and the trade in rags, I beg to state that the reason which I have mentioned upon a former occasion of the decline of the price of linen rags, that is to say, the increased use of wooden stuff for the fabrication of paper, has not been prevailing in the same degree during the last year, since the high price of said stuff did not offer any peculiar advantage, and manufacturers and dealers very likely convinced themselves that the paper prepared of such material is of too little durability. When in the course of the year the reduction of the rate of postage led to the expectation of an increased consumption of paper, the business in linen rags commenced to be very brisk at advancing prices, while woolen rags, used for the fabrication of artificial wool, cloth, and coarse textures of all descriptions, lost in worth from day to day. The principal cause may be the decline of the price of sheep wool and cotton, and then the overstocked state of the English market, as well as the decrease in shipments of English cloths and other clothing stuffs to the United States, in consequence of the high rate of our import duties. Any stagnation, however, of the trade of this article in England cannot fail creating some reactionary influence on Germany, as the artificial wool of German make is for the greater part exported to England. Certain sorts, it is true, are used on the continent; but after the activity of the spinning establishments and the fabrication of cloth had been so much limited in 1867, the quantity of artificial wool consumed on this side of the channel was too insignificant to exercise any influence on the prices of rags. But still the total transactions at Frankfort in linen and woolen rags may be estimated at about fifty thousand quintals during the year.

Although Frankfort as one of the principal markets for the German leather trade used to offer at any time some opportunity for business, and had, therefore, not so much to suffer as other less important places from the general unfavorable state of affairs, still the transactions in 1867 were rather limited, and, upon the whole, less important than in 1866, when especially the war movements had increased the consumption of leather for military purposes. In 1867 the prices of sole and vache leather remained stationary, while all sorts of calf leather yielded higher

prices than in 1866, in consequence of an increased exportation to United States. The total transactions in leather in 1867 may be mated at about nine and a half millions of florins, as appears from following statement:

*Import of leather at the Easter fair.*

		Qr
1867. For foreigners .....		15
For Frankfort citizens .....		1
		<hr/>
		16
1866. For foreigners .....	14, 950½	
For Frankfort citizens .....	6, 571½	
	<hr/>	21
		<hr/>
Therefore, in 1869, less .....		5
		<hr/>

*Import of leather at the fall fair.*

		Qrt
1867. For foreigners .....		13
For Frankfort citizens .....		7
		<hr/>
		20
1866. For foreigners .....	13, 552½	
For Frankfort citizens .....	6, 098½	
	<hr/>	19
		<hr/>
Therefore, in 1867, more .....		1
		<hr/>

The quantity of leather exported to the United States in 1 amounted to 553,429 florins, while it amounts in the present year 639,530 florins, which shows an increase in favor of the latter of 61, florins. The hair-cutting business from hares was rather dull dur the first months of the year. After, however, in May, the Am can business had commenced to revive, the Frankfort manufactu received so great a number of orders that they were fully engaged September and October. After, in November, the demand of hat st had abated in the United States the transactions were, of course, extensive to the end of the year; in general, therefore, the year is to called a good middling one. The total transactions may be estima at about 1,800,000 florins, one-half of which was for exports to the Uni States. During the present year the exportation to our country decreased a little, for while it amounted in 1867 to 919,075 florins, it this year only 840,255 florins, showing a surplus in favor of 186 78,820 florins.

The prosperity of the printing business, which is carried on in a v extensive scale at Frankfort, is chiefly dependent upon the variety articles for the production of which it is employed. If a newspaper another periodical article of publication meets with some extraordin circulation, it is of no great consequence to the publisher—the less s he is at the same time, as is usually the case, owner of a printing offic whether the latter yields much profit as such, because the articl publication, when it sells well, covers at the same time the cost of management of the printing office. This also refers to the manufactu of playing cards, as well as to the large printing establishments, kept the dealers in blank and account books for the purpose of preparin the same time all kinds of commercial blanks, certificates, drafts, b

With regard to the wages of journeymen printers I beg to state the circumstance, that since the year 1848 higher wages have prevailed at Frankfort than at other places, even at Leipsic and Stuttgart. The result of the favorable consequences of this just precedent has been that this place has not only not been affected by the general strike of journeymen printers carried out in the year 1865 through the whole of Germany for higher wages, but that the employers have even profited therefrom in so far as, in consequence of the strike, an equal wage has been fixed and adopted at all larger places, which has resulted in a small reduction of the rate here.

second half of the year, it is true, the exchange business was extensive, chiefly caused by numerous transactions in government bonds and shares, and especially by very large purchases of grain from Hungary and other Danubian countries. But even these transactions, however extensive they may have been, were but little remunerative in consequence of the low rate of discount.

ate of discount on the leading European places of exchange  
he year 1867 appears from the following table:

[illegible]



The business of the stock exchange too was of a waiting character and during the whole year without its usual activity. \* \* \*

The following statement specifies the different varieties of stocks which appeared on the exchange during the year :

*I. Papers issued by the mediation of Frankfort banking firms and made payable here.*

January, 1867.—City of Munich loan, 5 per cent., 4,000,000 florins; William-Luxembourg railroad priority loan, 5 per cent., 8,082,225 francs.

February, 1867.—Austrian States railroad priority loan, 6½ per cent., 33,750,000 francs; Roumanian loan, 8 per cent., 31,610,500 francs; Kozlow-Woronesch railroad priority loan, 5 per cent., 4,562,400 thalers; Dutch-Indian priority loan, 4½ per cent., 4,000,000 florins.

March, 1867.—City of Antwerp lottery loan, 3 per cent., 27,500,000 francs; shares of the Austrian Crown Prince Rudolph railroad, 10,000,000 florins, Austrian currency; mortgages of the general Austrian Real Estate Institution.

April, 1867.—Shares and priority bonds of the Transylvanian Railroad Company, 5 per cent., 20,000,000 florins.

May, 1867.—Württembergian railroad loan of the government of Württemberg, 4½ per cent., 15,000,000 florins.

June, 1867.—Galacian Charles-Louis railroad priority, second issue, 5 per cent., 10,800,000 florins, Austrian currency; shares of the third issue of the same railroad company, 4,000,000 florins, C. M. priority shares, Lit. B, of the Magdeburg-Halberstadt Railroad Company; total nominal, 14,600,000 thalers.

July, 1867.—Sax Meiningen loan, 5 per cent., 700,000 thalers.

August, 1867.—Prussian States railroad loan, 4½ per cent., 24,000,000 thalers; Lemberg Czernowitz railroad priority loan, 5 per cent., 12,000,000 florins, Austrian currency.

September, 1867.—Baden States railroad lottery loan, 4 per cent., 21,000,000 florins; Oldenburg States railroad loan, 4½ per cent., 1,700,000 thalers.

November, 1867.—Shares and priority bonds of the Emperor Francis Joseph road, 5 per cent., 12,000,000 florins, Austrian currency.

December, 1867.—Shares and priority bonds of the Fünfkirchen-Bacs railroad, 5 per cent., 6,913,200 florins.

*II. Payable at Frankfort, but not issued there.*

March, 1867.—Loan of the Swiss Confederation, 4½ per cent., 12,000,000 francs; Warsaw-Terespol railroad priority loan, remaining part, 5 per cent., 2,800,000 roubles, silver.

April, 1867.—Shares of the Rhenish Railroad Company, 2,900,000 thalers; shares of the Palatine-Maximilian Railroad Company, 4½ per cent., 600,000 florins.

May, 1867.—Berlin-Stettin railroad priority loan, sixth issue, 4 per cent., 10,000,000 thalers.

November, 1867.—Shares of the Württembergian mortgage bank at Stuttgart, 1,300,000 florins.

The millions of the foregoing statement not only speak for the high importance of Frankfort as an exchange place, but they give at the same time an idea of the heavy indebtedness of the European governments, as the list includes the loans contracted by the German and Austrian railroad companies; and moreover as the management of, and the proceeds resulting from, those railroads are of a certain interest when compared with similar institutions in our own country, I beg to annex, marked E, a table exhibiting the results of the business of the German and Austrian railroad companies during the first three quarters of the year 1868, compared with those of the same period of the year 1867, stating at the same time the average length of the different lines, as far as they are in operation, expressed in geographical miles.

The table proved by its several columns, as well as by the total amounts contained therein, that the results of the management of the railroads have been in general rather satisfactory. Notwithstanding the universal complaints about the stagnation of commerce and industry during the last years, and the threatening political storms, the intercourse by

road has upon the whole exhibited some naturally progressive development. This refers especially to the transportation of goods, which is an independent branch of the business. The goods sent in masses consist mostly of so-called indispensable necessities of life in the most extensive sense of the word. The forwarding of such articles cannot be limited, even not upon the most earnest political or warlike emergencies. The traffic in goods is not only continually increasing with the increase of the population of the different countries, but also with the extension of the railroad net, especially when the latter is favored and promoted by a liberal system of the politics of trade and tariff. Thus, not only the transport of goods, which formerly was limited to some narrow local territory, becomes free and extended, but also a mass of articles the shipment of which was not considered remunerative in former times commence to be objects of trade, and freight of growing importance. In this respect, certainly, the influence of the system of liberal commercial laws which of late have been established is not to be underestimated.

The tendency of the new commercial treaties adopted in Germany, France, England, Belgium, Italy, and recently in Austria, founded upon mutual acknowledgment of the "privilege of the most favored nations," facilitates the national allotment of labor, and leads to an uninterrupted exchange of the productions and manufactures of the different countries. The extension and final completion of the railroad net not only contribute toward promoting that liberal system of commercial politics, for countries connected by railways can no longer hermetically seclude themselves from each other for any length of time, with regard to their commercial and industrial relations. Therefore it is to be expected that the extension of the railway in Russia will also soon reach the boundary of this vast territory, which is so enormously rich of resources, for a more liberal exchange of goods. But also the completion of the Austrian railway net will be of some extraordinary importance for the German roads. In the Austrian empire there are in the way of completion at present more than five hundred miles of new lines, about half of which is in Bohemia and Moravia. The international intercourse of Austria has, indeed, wonderfully increased of late. During the first half of the year 1868 the imports amounted to 169,529,000 and exports to 220,169,000 florins, against 119,069,000 and 175,581,000 florins in 1867, so that export and import of the first half of 1868 taken together, exceed that of the same period of 1867 at about 100,000,000 florins. And it is evident that some considerable portion of that growing international intercourse will be for the advantage of the adjoining German roads. The lines also which are laid at present in Moldavia and Wallachia for the purpose of establishing the communication with the Black Sea will not a little contribute to promote the Austrian and partly German railway traffic.

The uninterrupted increase of the proceeds from the German railways since their operation appears from the following statement, exhibiting the average receipts per mile during the last three years as follows:

	1868.	1867.	1866.
	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>
1st quarter.....	15,527	14,948	14,852
2nd quarter.....	17,413	16,540	16,259
3rd quarter.....	19,067	18,894	18,693

Although the Austrian roads show for the third quarter of 1868 an increase of receipts which is by far less considerable than that of the two

preceding years, still the results may be considered as satisfactory. The third quarter of the preceding year was the commencement of an enormous transport of grain which, up to the end of last spring, kept most of the Austrian lines and some of the adjoining German ones much engaged. A comparison of the results of the first three quarters of the last three years shows the progressive development of the railway communication in Austria. The average receipts per mile of the Austrian lines of operation were, in—

	1868.	1867.	1866.
	Florins.	Florins.	Florins.
First quarter.....	28, 234	21, 929	21, 929
Second quarter.....	28, 957	25, 201	25, 201
Third quarter.....	29, 161	28, 139	28, 139

The result appears still more favorable when the Italian net of southern road is deducted, as then the average receipts per mile of Austrian roads will amount, for the third quarter of 1868, to 33,666 florins against 32,504 florins during the same period of 1867. For the first three quarters of the present year the total receipts amount, when the deduction is made, to 82,498,042 florins, against 68,112,223 in 1867, or 99,659 florins per mile, which shows for 1868 an increase of 15,580 florins or 18.18 per cent.

The receipts of the Prussian railroads per mile are, according to the latest official statements, as follows:

Private roads in 1868, 52,498 thalers against +2,339 thalers in 1867, or +4.76 per cent.

Government roads in 1868, 49,854 thalers against +2,350 thalers in 1867, or 4.50 per cent.

All roads together in 1868, 51,626 thalers against +866 thalers in 1867, or +1.76 per cent.

The activity of the Frankfort mint appears from the annexed table marked F, which exhibits the activity of the establishment during the period from 1838 to 1867, inclusive. In the year 1866, when the late city was incorporated into the Prussian monarchy, the first coins with a royal stamp were coined to an amount of 452,246 double thalers. These coins are remarkable for their excellent execution as well as for the circumstance that they are the first Prussian coins exhibiting escutcheons or coat-of-arms of all of the Prussian provinces, the newly incorporated ones included.

Since the year 1866 the Prussian government have had three mints or establishments—that at Berlin, with the mint mark A on its coins; at Hanover with B, and that at Frankfort with C, as mint mark.

The amount coined in Frankfort during the year 1867 consisted of 2,277,154 thalers, in double and single thaler pieces; of 20,803 thalers 17 groschen, in two and a half, one, and one-half silvergroschen pieces; and of 6,820 thalers 12 groschen 2 pennies in copper coins—or, in all, an amount of 2,304,777.29.2 thalers, or about \$1,613,345. It may be interesting to remark that, among the coins made at the time when Frankfort was still a free city, there were 24,560 so-called Schiller-thalers in memory of the hundredth anniversary of Schiller the German poet's birthday, celebrated here in 1859; 44,334 Schützenfest Gedenkthaler that is to say, thalers in honor of the first general German shooting festival, held here in 1862; and 21,304 Gedenkthaler an den Fürstentag that is to say, thalers coined in memory of the Assembly of German Sovereign Princes, held here in 1863.

amounts ordered by the royal government to be coined at the mint during the next year (1869) are by far larger than those of the previous years, viz: 100,000 double thalers, 3,670,000 single thalers, five-groschen pieces, 180,000 silvergroschens, and 600,000 six-pfennings—in all 3,986,000 thalers, or \$2,790,200.

The following statistical review includes the number of all the commercial and other business firms which have been officially notified to the authorities during the past year, to be entered upon the registers of the Commercial Directory of the Kingdom of Prussia. The number of the same amounts in all to 1,933, and is divided itself as follows: agencies of fire, glass, life, cattle, and marine insurance companies, 72; agencies of emigration, 5; architects, 13; apothecaries, 11; bathing establishments, 4; bakers, 146; banking and exchange business, 146; barbers, 29; builders, 37; bookbinders, 164; beer-brewers, 33; bookbinders, 49; brush-makers, 21; candle-makers, 5; belt-makers, 6; basket-makers, 7; butchers, 184; cafés, 42; chemists, 19; confectionaries, 22; cart and dray-makers, 4; cap-makers, 16; coopers, 66; cutlers, 5; dyers, 16; sweepers, 16; cabinet-makers, 232; carpenters, 25; dyers, 7; dealers in second-hand goods, (flipperers,) 30; dealers in tobacco, 117; engravers, 12; engineers, 16; exchange brokers, 76; farm-houses, 9; gardeners, 65; geometers, 7; glaziers, 30; gilders, 14; hairdressers, 30; house, scene, and other painters, 5; ice-cream saloon, 1; ladies' dressmakers, 20; lithographers, 33; livery stables, 62; lottery office keepers, 90; lace and ribbon makers, 13; lawyers, 83; masons, 49; mechanics, 22; newspaper printers, 24; old curiosity shops, 6; opticians, 4; organ builders, 2; portrait painters, 29; portfolio manufacturers and workers in leather, 25; potters, 31; pastry cooks, 2; physicians, 86; pavers, 23; pump-makers, 16; purse-makers, 8; paper hangings, 105; ropemakers, 15; retail grocers, 200; sculptors, 24; saddlers, 24; smiths and locksmiths, 136; shoemakers, 9; steam boilers, 9; surgeons, 29; traders with colonial goods and produce, 173; turners, 12; tanners, 6; teachers of private and public schools, 30; tailors, 262; tinsmiths, 52; tavern keepers, 156; tin-foundries, 44; valet de place, 39; umbrella-makers, 21; wire drawers, 2; watch-makers, 29; weavers, 4; whitewashers, 68.

The following is a statistical extract from the last census, taken on December 3, 1867:

*Review of the population of Frankfort according to the last census of December 3, 1867.*

Result of the census.	INHABITANTS.			
	Resident in town.		Absent from town.	
	Male.	Female.	Male.	Female.
.....	26,370	26,533	1,041	294
.....	10,915	10,126	158	70
.....	1,277	2,824	17	21
.....	63	109	3	1
.....	38,625	39,652	1,219	386

the foregoing extract of the last census it appears that the population of Frankfort amounts at present to 79,882 inhabitants, living in 13,482 families or households. Of the same are 39,844

male and 40,038 female persons; 54,283 single, 21,269 married; 4, widowed, and 176 divorced; blind, 40; deaf and dumb, 45; idiots, 1 and insane 88. The Evangelical church is represented by 51,933, and the Roman Catholic church by 18,657 members of the creed. The number of Israelites amounts to 8,514. As regards nationality, the greatest number of the inhabitants are of course Prussian subjects, amounting in all to 60,057: from the Grand Duchy of Hesse, are 10,000; from the Kingdom of Bavaria, 3,436; from the Grand Duchy of Baden, 1,466; from the Kingdom of Wurtemberg, 1,334; from the Kingdom and Duchies of Saxony, 6,981; from Austria, 473, &c., &c. Further of foreign nationality, there are living here 348 Swiss; 352 English; 301 French; 141 Russians; 104 Dutch; 64 Belgians; 47 Italians; 19 Swedes; Brazilians 7; Danes 5; Turks 4; Spaniards 2; Rumanian 1; 151 of unknown nationality, and 394 citizens of the United States.

With regard to the latter I beg to notice that in the course of the last two years a number of Americans, mostly adopted citizens, have established here branches of their transatlantic banking and exchange business. In general, the greater number of the Americans residing here consist of ladies and children, who have come over for the education of the latter, as the schools of Frankfort have acquired of late a very good and well-deserved reputation in our country.

The results of the crops of the present year may be estimated from the following official statement, prepared by the Prussian Ministry of Agriculture :

*Estimation of the crops of the principal sorts of grain and potatoes in the Kingdom of Prussia for the year 1868.*

Districts.	Area in square miles, exclusive of the large surfaces of water.	Wheat.	Rye.	Barley.	Oats.	Potatoes
Königsberg .....	383. 42	Middle.....	Middle.....	Middle.....	Middle.....	Good.
Gumbinnen .....	228. 14	Bad .....	Bad .....	Bad .....	Bad .....	Middle.
Dantzic .....	144. 35	Good .....	Middle.....	Middle.....	Middle.....	Do.
Markenwerder .....	318. 08	do .....	Between middle and good.	do .....	do .....	Do.
Potsdam .....	375. 83	Between middle and good.	do .....	do .....	do .....	Between middle and good.
Frankfort .....	348. 56	do .....	Middle.....	Bad .....	Bad .....	Middle.
Stettin .....	218. 69	Good .....	do .....	Middle.....	Middle.....	Do.
Köslin .....	254. 97	do .....	do .....	do .....	do .....	Do.
Stralsund .....	73. 23	Middle.....	do .....	Bad .....	do .....	Do.
Breslau .....	244. 56	Between middle and good.	do .....	Middle.....	do .....	Do.
Eiegnitz .....	246. 92	do .....	do .....	do .....	do .....	Do.
Oppeln .....	239. 72	do .....	do .....	do .....	do .....	Do.
Posen .....	317. 70	do .....	Between middle and good.	Bad .....	Bad .....	Middle.
Bromberg .....	207. 74	Middle.....	Good .....	Middle.....	do .....	Bad.
Magdeburg .....	208. 81	Between middle and good.	Middle.....	Between middle and good.	Middle.....	Middle.
Merseburg .....	185. 36	do .....	Between middle and good.	Middle.....	do .....	Bad.
Erfurt .....	64. 02	do .....	Middle.....	do .....	do .....	Do.
Münster .....	131. 57	do .....	Between middle and good.	Bad .....	Bad .....	Good.
Minden .....	95. 36	do .....	do .....	do .....	do .....	Middle.
Arnsberg .....	139. 70	Good .....	Good .....	Between middle and good.	Middle.....	Good.
Cologne .....	72. 18	do .....	do .....	Good .....	do .....	Do.
Düsseldorf .....	99. 29	do .....	do .....	do .....	Bad .....	Do.
Coblentz .....	109. 37	do .....	do .....	do .....	Good .....	Do.
Aix-la-Chapelle .....	75. 43	do .....	do .....	do .....	do .....	Do.
Trier .....	130. 37	do .....	do .....	do .....	Middle.....	Do.
Hohenzollern .....	21. 15	do .....	do .....	do .....	Good .....	Do.
Hanover .....	106. 68	Between middle and good.	do .....	Middle.....	Bad .....	Do.



*crops of the principal sorts of grain and potatoes in Prussia, &c.—Continued.*

	Area in square miles, exclusive of the large surfaces of water.	Wheat.	Rye.	Barley.	Oats.	Potatoes.
...	93. 60	Good .....	Good.....	Middle.....	Bad .....	Middle.
...	211. 08	...do .....	Middle.....	Bad .....	...do .....	Do.
...	119. 16	Between middle and good.	Between middle and good.	Between middle and good.	Between middle and good.	Do.
...	113. 73	Good .....	...do .....	Middle.....	Bad .....	Do.
...	54. 48	...do .....	Good .....	Good .....	Middle.....	Do.
...	186. 00	...do .....	...do .....	Middle.....	...do .....	Do.
...	100. 00	...do .....	Middle.....	Bad .....	Bad .....	Good.
...	165. 40	Between middle and good.	...do .....	...do .....	...do .....	Do.
...	152. 50	...do .....	...do .....	...do .....	...do .....	Middle.

ling to this table the crop of wheat is estimated good in seven-  
ricts of an area of 2,343 square miles; between middle and good  
districts of 3,002 square miles; middle in three districts of  
re miles; and bad in one district of 288 square miles. Of rye,  
welve districts of 1,296 square miles; between middle and good  
districts of 1,657 square miles; middle in fifteen districts of  
are miles; and bad in one district of 288 square miles. Of bar-  
in seven districts of 562 square miles; between middle and  
hree districts of 468 square miles; middle in sixteen districts  
square miles; and bad in ten districts of 1,883 square miles. Of  
d in one district of 21 square miles; between middle and good  
strict of 119 square miles; middle in twenty districts of 3,726  
iles; and bad in fourteen districts of 2,431 square miles. Of  
good in ten districts of 126,916 square miles; between middle  
l in three districts of 55,123 square miles; middle in twenty-two  
of 401,162 square miles; and bad in one district of 20,774 square

ling to the reports which I have been able to obtain from the  
rman states, and this neighborhood especially, the crops of the  
oil and of hilly and mountainous regions have been very good  
oduce, with the exception of barley, oats, and pease, while those  
soil have been only middle. In the immediate neighborhood  
fort the oldest people do not recollect an equally favorable har-  
pecially of potatoes. The same number of acres, for instance,  
ich in the year 1866 only 290, and in 1867 only 260 malters of  
had been gathered, this year yielded 800 malters; a result,  
akes fully good the said deficiency of hay and oats, otherwise  
sable as winter fodder for cattle.  
cellent quality of the potatoes will be, besides, of great advan-  
he poorer classes, in so far as they save by it a great deal of  
In short, the general result of the crops has been such that  
y will not need importing, but on the contrary will have to spare  
or the accommodation of neighboring and suffering countries;  
ar as has become known, the crops in Great Britain, France,  
Portugal, Switzerland, and some of the Mediterranean states,  
n so insufficient that these countries will be obliged to import.  
pecially refers to France, although the French government may

try, in its own interest, to hide the truth and delay the completion of supplies until next spring.

The vintage of the present year has been a very excellent one, as will more fully appear from the following reports, kindly furnished me by one of the most important wine-growers of my consular district, in which the best Rhenish wine country is included. The reports from Rhenish Hesse state that at some of those places which are the most renowned for the excellent quality of their produce, the growers have been extremely cautious this year in selecting and sorting the grapes. At a few places of the Selz Valley, west of Mayence, the hail-storms have at different times considerably reduced the quantity of grapes. For the produce of some of the inferior vineyards there have been paid already 150 to 280 florins, or \$60 to \$112, for the Hessian "*Stück*" or tun of 1,200 liters.

Upon this occasion I beg to mention that since about two years an entirely new branch of exportation in the wine line has been going on from the wine region of my consular district to the United States. For the wine-growers have commenced to ship the so-called "*Federweisser*," that is to say, the new, unfermented must, so that consumers in our country are drinking the same now just as sweet as it runs here from the wine press. The progress of science and the application of the same to the practice of business have called this, in fact, peculiar and interesting article of trade into existence. The must, free of dregs and fresh from the wine press, is filled into very strong and not too large casks, which must have been very carefully worked. After the same have been filled up closely to the bung-hole, they are fast bunged up and very cautiously and tightly embaled, so that the access of air is altogether impossible. In this way fermentation and the evolution of gases are prevented, and the must arrives, even after the long journey across the ocean, at its destination in the same sweet condition in which it left the wine press here. From the foregoing it appears that the treatment of the article requires for the exporter, as well as the receiver, some practical knowledge and experience; so that it is, of course, on both sides of the ocean in the hands of persons who are intimately familiar with the cultivation and treatment of wine. A fact, however, is, that the business is very lucrative, as the "*Federweisser must*" has become a delicacy both among Germans and Americans, for which the highest prices are paid.

From the Rhine Gaw, that is to say the valley on the right shore of the Rhine, the reports state that the extremely stormy weather which set in just previous to the vintage had created some real consternation among the wine growers. Fortunately the storm swept from the north and northeast, that is to say, from the very directions where the country is sufficiently protected by the richly-wooded Tanners mountains. Had it blown from the south or west, the wine-trellises of the whole Rhine Gaw would have been altogether unprotected, so that the damage then would have been certainly very extensive.

At Assmannshausen the harvest of the celebrated red wine has turned out extremely rich as to quantity and excellent as to quality. For must there has been paid already 75 florins, or \$30, per ohm of 134 liters.

In Rüdesheim also the results have been splendid, deservedly adding again to the ancient reputation of that heaviest and most valuable Rhine wine, the "noble Rüdesheim."

At Geislerheim and Orstrich the harvest has been so abundant that even casks have become scarce and selling at enormous prices. This

the proportion refers to the wine districts of Hattenheim, Erbach, and Reichenbrunn. The areometer shows for must of the inferior vine of that neighborhood between ninety and one hundred degrees. The grapes of Steinberg and Rauenthal have not only turned out very aromatic, but also as rich of sugar and juice as seldom known elsewhere. In general, therefore, the harvest has been very favorable throughout the country, both as to quantity and quality. With reference to the latter I have been favored by one of the prominent wine-growers of this neighborhood with the following statement, showing the result of the observations made after Oechsler's areometer about the growth of wine since 1857, that is to say since the year when the celebrated wine decennium commenced.

The produce of 1857 contained from 95 to 100 degrees; of 1858, from 96 to 100; of 1859, from 88 to 101; of 1861, from 97 to 105; of 1862, from 97 to 100; of 1863, from 100 to 113; of 1866, from 82 to 96; and of 1868 from 97 to 108.

According to the foregoing specification the growth of 1868 will rank very highly after that of the most celebrated one of 1863. \* \* \*

With reference to emigration, I beg leave to state that the last annual report of the Frankfort Society for the Protection of Emigrants shows, from the 1st of February, 1867, to the 31st of January last, 1,268 persons called at the office of the society for information and advice as to the best places of settlement. Of these persons 1,026 embarked for New York, 96 for Baltimore, 79 for Philadelphia, 49 for Quebec, and 18 for Australia.

The following tables, marked Nos. 1, 2, and 3, specify the ports for which the emigrants embarked, as well as their native country, sex, age, and occupation:

*Persons emigrating, and the transatlantic ports for which they embarked.*

New York	1,026
Baltimore	96
Philadelphia	79
Quebec	49
Australia	18
<b>Total</b>	<b>1,268</b>

*No. 2.—Home, sex, and age of the emigrants.*

Native countries.	Males.	Females.	Children from 1 to 10 years.	Infants.	Total.
Frankfurt	12	5	3	—	17
Prussian provinces and Rhenish Prussia	43	3	6	—	54
Duchy of Baden	61	8	10	—	79
Duchy of Nassau	73	20	9	2	104
State of Hesse	125	19	11	4	159
Duchy of Hesse	157	29	15	2	203
Wurtemberg	216	70	31	3	320
Bavaria	232	51	46	3	332

The foregoing table shows that the greatest number of emigrants, viz., 332, came from Bavaria; then 320 from Wurtemberg; 203 from the Duchy of Hesse; 159 from the late Electorate of Hesse; 104 from the Duchy of Nassau; 79 from the Grand Duchy of Baden; 54 from the Prussian provinces and Rhenish Prussia; and only 17 from Frankfurt.

No. 3.—Occupation of the emigrants.

Bakers.....	
Barbers.....	
Beer brewers.....	
Blacksmiths.....	
Butchers.....	
Coopers.....	
Cabinet-makers.....	
Carpenters.....	
Chemists.....	
Druggists.....	
Farriers.....	
Farmers.....	
Gardeners.....	
Jewelers.....	
Locksmiths.....	
Masons.....	
Mechanics.....	
Millers.....	
Merchants.....	
Plasterers.....	
Shepherds.....	
Shoemakers.....	
Tanners.....	
Wine-growers.....	
Total.....	

The foregoing list shows that the greater number of emigrants in this neighborhood belong to the rural population, consisting of farmers and wine-growers; but that also almost all the others are occupied in the most useful branches of the laboring professions; and that, therefore, they cannot but be of good service to our country.

The general part of the report includes the rather surprising statement that some time ago certain interested parties on both sides of the ocean, in Germany especially the “Allgemeine Auswanderung Zeitung (Universal Emigration Gazette,) had tried to discredit the humane efforts and interests of the Commissioners of Emigration at Castle Garden, New York; that in consequence the board of directors of the society had found proper to address the Commissioner of Emigration for the State of New York, Frederick Kapp, esq., on the subject, and that they at once had been favored by the same with a very elaborate memorial, clearly and fully establishing that emigrants could nowhere meet with a better reception and stronger or more useful protection upon the landing than at Castle Garden. An extract of Mr. Kapp’s communication is incorporated into the report, accompanied by some very flattering remarks appreciating the efforts both of said gentleman and of the body of the Commissioners of Emigration generally.

In this connection I have further to direct your attention to a subject connected with emigration which has led to an official correspondence, a part of which has never been published or made known heretofore.

Under date of the 24th of November, 1866, the Chamber of Commerce of the free city of Hamburg had prepared a memorial concerning the liability of young merchants to military duty, and submitted the same to the consideration of the Board of Commerce of this city. The latter took occasion to bring the matter before the standing committee of the General Chamber of Commerce for Germany, explaining that the matter in question was for Frankfort, too, of the greatest importance, in so far as here, as in the Hanse and sea-towns, the desire of young merchants was prevailing temporarily to go to foreign countries for the practical

provement and perfection of their education, and that a great many the large commercial houses of Frankfort had their sons and relations engaged for that purpose in branch establishments, or befriended business houses abroad. The board, therefore, joined in the opinion of the Hamburg memorial that some measures should be taken to secure young merchants and other striving young men the official permission going abroad for the improvement of their professional education, without being necessitated to abandon their right of citizenship at home. When this opinion of the Frankfort Board of Commerce was communicated to the Prussian government, the minister of commerce replied that the subject had already been decided upon by a royal decree of the 21st May, 1867.

As this decree, however, strange to say, has never been published heretofore, although it is of some special interest for a great number of young men living abroad and chiefly in our country, I beg to furnish a literal translation of the same, as follows:

Whereby decree:

1. Men belonging to the Reserve and Landwehr, of irreproachable military conduct, who intend to go for some length of time to non-European countries, those on the coast of the Mediterranean and Black Sea excepted, may be granted in peaceable times furlough, in the first place for two years, though under the condition of mobilization they shall return home and report themselves for duty.

2. When such men, previous to the expiration of their two years' furlough, prove by salary certificates that they have acquired in one of the said non-European countries a permanent position as merchants or tradesmen, then a five years' furlough, including dispensation from drilling exercises and personal appearance in case of mobilization, may be granted them.

3. When, previous to the expiration of the aforesaid five years, some additional certificates are submitted repeatedly confirming the conditions specified in the second article, then the furlough may be prolonged up to the time of final release from military services.

4. All petitions for a grant of furlough, founded on the foregoing provisions, are to be addressed to the commander of the Landwehr district in which the native place of the petitioner is situated, and to be submitted by said district commander to the decision of the superior commander-in-chief.

5. As soon as the men in question return to Europe, or remove to one of the non-European countries on the coast of the Mediterranean or Black Sea, the furlough granted shall be null and void.

In accordance herewith you will cause the proper steps to be taken in your respective departments.

WILLIAM.

BERLIN, May 21, 1867.

Countersigned:

COUNT VON BISMARCK.

VON ROON.

COUNT VON HZENPLITZ.

To the Ministers of Foreign Affairs, War, Navy, Commerce, Industry, and Public Works.

The foregoing royal decree is the more interesting as it treats on a point of the question of liability to military service which is not mentioned in the late treaty concluded between our government and the North German Confederation, although it grants to young merchants and tradesmen living in our country the extremely acceptable privilege of being released from the troublesome duty of military service, without being obliged to abandon their right of citizenship at home.

Finally, I beg to furnish the usual table, marked G, exhibiting the exports from my consular district to the United States during the year ended the 30th of September, 1868. The list shows that the total value of the exports from my consular district amounted to 3,700,715.52 florins, while it amounted in the preceding year to 3,650,814.46 florins, showing an increase in favor of the present year of 49,901.06 florins.



G.—*Value of exports to the United States from the district of the States consular general and the consulates connected therewith, from 1st of October, 1867, to the 1st of October, 1868.*

	Fl
Hares' fur.....	840,
Leather.....	639,
Wine, must, brandy, beer, &c., &c.....	553,
Jewelry, precious stones, &c.....	277,
Linen, woolen, and cotton goods.....	245,
Human hair, hair work, &c.....	116,
Leather goods.....	110,
Glue.....	101,
Pipes.....	89,
Drugs and chemicals.....	79,
Hops.....	76,
Fancy goods.....	60,
Dried fruits.....	52,
Iron, steel, and hardware.....	39,
Trimmings.....	34,
Silk and silk goods.....	25,
China and glassware, &c.....	34,
Printed music.....	23,
Paper.....	23,
Cortes.....	22,
Mineral water.....	19,
Stationery.....	18,
Colors and dyes.....	17,
Church ornaments.....	15,
Paintings, lithographs, &c.....	13,
Toys.....	11,
Buttons.....	9,
Books.....	7,
Veneers.....	7,
Clocks, watches, and parts of.....	7,
Embroideries.....	6,
Bristles.....	6,
Snuff.....	5,
Machines and parts of.....	4,
Porcelain, furniture, nails.....	3,
Cast-iron goods.....	3,
Strings.....	3,
Frankfort bone-black.....	3,
Musical instruments.....	3,
Soap and perfumery.....	2,
Cigar forms.....	3,
Oil.....	3,
Vinegar.....	2,
Seeds.....	2,
Photographic lenses.....	2,
Surgical instruments.....	2,
Ink.....	2,
Gloves.....	2,
Xyloplastic goods.....	1,
Pasteboard boxes.....	1,
Models.....	1,
Sundries.....	55,
Total amount florins.....	3,700,
Total amount for the year 1866-'67.....	3,650,
Increase in the year 1867-'68.....	49,

The above increase of 49,900.06 florins in favor of the year 1867 has been chiefly effected by the augmented importation of leather, jewelry and precious stones, linen, woolen and cotton goods, &c.

and hair work, glue, hops, &c.; while a decrease of importation taken place of hares' fur, wine and brandy, leather goods, mineral fancy goods, earthen pipes, drugs and chemicals, surgical instruments, &c. The decrease of some of these articles, such as earthen drugs, mineral water, surgical instruments, &c., has been truly a consequence of the termination of our late war, as great quantities of earthen pipes were formerly shipped for the use of our soldiers in camp, while the exports of mineral water, drugs, and surgical instruments were intended to cover the increased demands of our soldiers.

MARCH 5, 1868.

The federal council of the German Zollverein held its first meeting on the 2d of this month, in Berlin, at the palace of the chancellor of the North German Confederation. After Count Bismarck had welcomed the members of the council, he pointed out as the principal subjects of discussion the extension of the Zollverein over the Grand Duchies of Mecklenburg, the Duchy of Lauenburg, and the free city of Lubeck; the extension of the boundary of the Zollverein toward the free city of Hamburg; the consolidation and extension of the customs relations with Austria; the opening of negotiations for customs treaties with Spain, Portugal, and the Holy See; some alterations of the rules of the custom-house; the amendment of the customs tariff, and especially the introduction of a uniform taxation of domestic tobacco."

Your department will surely receive a full and special report on the meeting from other and more direct quarters, I beg only to mention, in regard to the impression produced by the opening of the meeting in the North and Southern Germany, that it has not met with any popular sympathy here, being, on the contrary, received with some rather considerable indifference. The prevalence of that disposition from the beginning, rather supported by the circumstance that, to judge from the action of the members of the council, the Prussian government does not seem to place great confidence in its results. For the representation of Prussia, for instance, Count Bismarck had thought not merely to have the members of the federal council of the German Confederation elected, also for that of the "Zollverein," but a number of military and other men, like Lieutenant General Todbielsky, Rear-Admiral Jackmann, Postmaster General Von Born, &c., who have little knowledge of or interest in commercial matters, like the taxation of salt, beet-root sugar, and tobacco, become members of the council. The principal object, however, which Count Bismarck may have had in view by such a selection may be the plan gradually turning the "Zoll-Parliament," (the customs parliament,) in which the council of the Zollverein is the leading and controlling body, and in which the population of all the German states, without exception, will be represented, into a general political parliament of the German empire.

The only interest which, so far, has been shown by certain parties in the present meeting, refers to some of the financial measures, and among them, in the first line, "the uniform taxation of domestic tobacco," as Count Bismarck euphemistically likes to term it, which has been submitted to the deliberation of the council. I say "euphemistic" as the following statements, which I thought the more proper to submit to your department, as they touch one of the most important branches of export of our own country, will plainly show that the Prussian government does not intend anything else than a considerable

increase of the duties and taxes on tobacco generally. The uniformity hinted at by Count Bismarck originally refers to the fourth article of the treaty, which was renewed last year between the governments belonging to the Zollverein, and which provides that "tobacco produced and prepared within the territory of the Zollverein shall be subjected to some uniform taxation." How that uniformity is interpreted appears from the answer which Mr. Delbrück, the presiding officer of the federal chancery, on the 8th of October last, gave in reply to an inquiry made with regard to the subject, stating "that all the governments interested had come to the conviction, firstly, that tobacco was an article exceedingly well qualified to bear taxation; and secondly, that within the territory of the Zollverein said article did not yield at all with regard to taxation what could be expected from its said qualification."

In accordance with this the pretended uniformity of taxation for Northern and Southern Germany does not mean to make the rate of taxation of the latter equal to that of the former, but to raise both of them to an equal standard. This intention appears more fully from a circular dispatch on the subject, which some time ago was addressed by the Prussian ministry of the finances to the provincial tax-directors, the chief custom-house officers, and the governments at Frankfort-on-the-Oder and Potsdam, and which is evidently intended to gather material for the elaboration of a detailed project, to be submitted to the next meeting of the customs parliament, which will be called together about Easter. The circular reads, in literary translation, as follows:

After a careful examination of the proposals made for the increase of the revenues from indirect taxes, in the first place an increase of the taxation of tobacco has been taken in view on the following financial basis: All land planted with tobacco shall be liable to a tax of twenty thalers per acre. The duty on raw tobacco shall be increased to ten thalers; that on tobacco, cut or in rolls for smoking purposes, to fifteen or sixteen thalers; that on cigars and snuff, to twenty or thirty thalers. Besides, there shall be introduced a moderate tax of fabrication of about three and one-third thalers for each quintal of tobacco manufactured, and twenty silver groshens for each thousand cigars. Now if the supposition is correct that, upon a taxation of twenty thalers per acre, the cultivation of tobacco will be limited to such land as is especially qualified for that purpose, and that it will be carried on with greater care and attention, then it is to be expected that henceforth about nine or ten quintals of tobacco, instead of seven and three-tenths, as heretofore, may be produced per acre; that therefore the quintal of domestic tobacco will be taxed with only two thalers, and the difference between the taxation of domestic and foreign tobacco amount to about eight thalers per quintal. This difference is estimated so considerable by competent judges that there is expected a very essential decrease of the consumption of cheap American tobacco, and a very essential increase of that of German tobacco. Therefore you are requested to consult with some intelligent manufacturers of your neighborhood, and report as soon as possible your and their opinions on the foregoing proposals, as well as on the best means of control with regard to the intended tax of fabrication.

I am, &c.

This circular has at once led to the most extensive discussions both in the public press and in the circles of producers and manufacturers of tobacco, where it has met with almost unanimous opposition. The principle of the justification of a tax on tobacco is contested from the general point of view, that a tax of luxury, and as such the same ought to be considered, was an unsustainable and impracticable idea, and contrary to all reasonable principles of taxation. Even if tobacco was a dispensable means of enjoyment, it would be an evident injustice to burden the consumer of tobacco with a larger contribution to cover the indispensable public expenditures than any other subject who, although not addicted to that practice, participates in the same measure as the former in the advantages of public institutions and laws.

For evidence that an immense decline in the consumption of tobacco

will be one of the indispensable consequences of an increased taxation, the following interesting items are produced, referring to the consumption and taxation of tobacco in different European countries.

An increased taxation of tobacco is evidently intended to raise within the territory of the Zollverein a revenue of about twenty million thalers, or about six or seven times more than at present.

The quantity of tobacco manufactured within the territory of the Zollverein amounts, according to the official statements of the year 1865, to 67,149 quintals of domestic produce and 605,238 quintals of foreign produce, or in all to more than 1,372,000 quintals. The tax levied on tobacco amounts to three million of thalers, (§1,050,000,) or 2.29 silver groshens per head of the population. In other countries, where tobacco forms by far a more yielding source of taxation, the consumption is a great deal less extensive. In France, with a population of thirty-eight millions, the revenue of the government from the monopoly of tobacco amounts to eighteen silver groshens per head, or to a total cash amount of twenty-four million thalers, (§16,800,000.) The quantity of tobacco consumed, however, amounts to only thirty million kilograms, or about six hundred thousand quintals. Now the population of France exceeds that of the Zollverein by more than two millions of inhabitants, who doubtless are enjoying an equal share of welfare and prosperity as the Germans do; so that in all probability an equal taxation of tobacco consumed might realize an equal result. Still more striking is the instance of England, where the taxation of tobacco amounts to 34.3 silver groshens per head, while the consumption of the first half year of 1867, for instance, amounts to only twenty millions of pounds or about four hundred thousand quintals per year. These figures show rather plainly that an increased taxation of tobacco will produce a decline in the consumption, an immediate consequence of which will be want of subsistence and profit on the part of a great number of producers, manufacturers, traders, and workmen engaged in that important branch of industry.

With a similar contradiction meets that part of the Prussian circular which tries to prove that, in consequence of a taxation of tobacco land with twenty thalers per acre, the cultivation of tobacco would be limited to only well-qualified land, and the present production of little more than seven quintals be increased to nine or ten quintals per acre. Experience shows that the land best qualified for the production of tobacco is a very light and sandy soil of not too great productiveness. A soil of heavier quality will produce, it is true, a greater *quantity*, but an article of inferior *quality*, entirely unfit, for instance, for the manufacture of wrappers, which pay the best. The final result, therefore, of the introduction of such a tax will be, on the one part, that the average production per acre will not only not rise, but, on the contrary, considerably decline, and lead on the other part, in intimate connection therewith, to a considerable decrease in the cultivation of tobacco generally.

The cultivation of tobacco requires some uninterrupted attention and labor on the open field almost during the whole year. In the districts where tobacco is planted in Germany whole families of laborers, women and children included, can be seen hard at work in the field, even during the short space of time allowed them for leisure after their usual working hours.

The cultivation of tobacco is carried on of late for a great part by self-working people, as the wealthy and more independent farmers and planters have commenced to abandon that branch of agriculture, having found out that the cost of the business stands in no proportion at all with the proceeds and profits; consequently the intended higher taxation will

prominently affect the lower classes of the population, or, in fact, those who need and deserve the most indulgence on the part of the government; the more so as there is little guarantee for the prompt payment of the tax, for the land is seldom owned, but only rented, by the little planters, and the crop itself does not offer a reliable security, as it is too much dependent on the weather, and easily exposed to injury by wet, frost, or hail. The present tax in Prussia is very moderate—about twenty silver groshens, or forty-seven cents, per acre, at any rate lower than the transit duty for tobacco imported from Southern Germany. But still this low rate of duty has been sufficient not only not to increase the production in Prussia, but even to reduce it, while the cultivation in Southern Germany has been remarkable to a considerable extent, as appears from the following statement, comparing the results of the production in the years 1853 and 1865.

There were produced—

	Quintals
In Prussia, in 1853.....	239,577
In Prussia, in 1865.....	203,887
Less in 1865 .....	30,710
In Bavaria, in 1853 .....	122,800
In Bavaria, in 1865 .....	166,940
More in 1865 .....	37,410
In Baden, in 1853.....	153,091
In Baden, in 1865.....	300,282
More in 1865 .....	147,191

These figures speak for themselves; for if the trifling tax of twenty silver groshens, or forty-seven cents, was able to produce such a reduction in Prussia, then the raising of the same to twenty thalers, or fourteen dollars, will be equal, of course, to total ruin to the domestic cultivation of tobacco.

But also the production and trade of foreign tobacco is deeply interested in the matter, and has led already to the most various discussions and calculations. Even the great German ship-owners of Hamburg and Bremen, who have, of course, some very material interest in the matter, are charged with having brought about the whole machination of an increase of the taxation of the domestic cultivation of tobacco, for the rather unpatriotic purpose of destroying the same, and thus increasing their own profit from the increased importation of foreign tobacco. In fact is, that one of the leading commercial papers of Bremen, which is writing in favor of the interests of the ship-owners, has repeatedly declared that a decline of the cultivation of domestic tobacco was in so far desirable as it would greatly benefit the interests of the ship-owners.

Of a very different character, and of the greatest importance to our own country, is the intention of the Prussian government to raise the duty on foreign raw tobacco to ten thalers per quintal, or about one hundred and fifty per cent. Now the opponents of the measure fairly argue that, should it be realized, then the public revenue will certainly increase in the same proportion, if when the Zollverein, *after* the raising of the tax, will import the same quantity of raw tobacco as *previous* to it, which, however, is very much doubted. Up to this time the Zollverein has yearly consumed from six to seven hundred thousand quintals of foreign tobacco. In the same degree as this quantity will decrease



y caused to the business of the German ship-owners will increase, so as it will be of a reactionary influence on other branches of Bremen alone, for instance, which imports per year about hundred thousand quintals of American tobacco, exported to the states in 1866 a quantity of manufactured goods and other articles, cotton goods, cloth, fancy goods, Rhine wine, &c., of a value of 5,796,900 thalers, or \$10,357,830. Now the opponents of the taxation, who naturally apprehend that the measure will be favorably received in the United States, put the question: "How if the United States, which, since their late war, are rather to high protective duties, should revenge themselves by an of their tariff on the said German import articles?" Of what-ortance this argument may be, it cannot be denied that, accord-tional economical experience, the exportation to foreign coun-ways depending upon the extent of the importation from abroad, nly to balance accounts. Therefore, should the German import-n the income of American planters by decreased purchases of cco, the latter will buy less wine, cloth, and fancy goods. , I beg to annex, marked A, a table exhibiting a statistical the extent of the cultivation, yield, and price of tobacco within ory of the Zollverein during the year 1866, from which it appears ng the said year 80,037 acres of land were planted with tobacco, a crop of 663,418 quintals of dried leaves, at a price varying about two and seventeen thalers, or \$2 40 and \$12 per quintal.

E.—Statement showing the receipts of the German and Austrian railroad lines during the first three quarters of 1867 and 1867.

Name of the road	Av. length in op. miles	Receipts in the third quarter of 1866			Receipts in the third quarter of 1867			Receipts in the first three quarters			Difference against 1867	Receipts in the first three quarters			In pr. cent.
		Passengers.		Goods.	Total.	Passengers.		Goods.	Total.	1866.		1867.	Difference		
		Thalers	Thalers	Thalers	Thalers	Thalers	Thalers	Thalers	Thalers	Thalers		Thalers		Thalers	
1 GERMAN.															
Aix-la-Chapelle-Maastricht	2.7	200,690	171,173	371,863	192,965	147,263	340,228	184,613	184,613	+14,562	22,296	21,222	+1,674	7.9	
Altona-Kiel	32.8	377,020	789,099	1,166,119	354,002	780,751	1,134,753	1,001,001	1,001,001	+91,149	29,641	26,462	+2,779	10.3	
Bavarian-Eastern road	21.4	...	...	...	...	...	...	2,430,590	2,430,590	+534,036	42,501	35,040	+6,561	18.3	
Bergisch-Markish	67.0	...	...	...	...	...	...	6,067,935	5,337,175	+730,760	69,746	66,715	+3,031	4.6	
Bergisch-Nub.-Selgen road	14.4	...	...	...	...	...	...	1,634,536	943,317	+91,919	71,843	65,574	+6,269	9.7	
Berlin-Anhalt	49.1	417,000	579,700	996,700	401,049	596,488	997,537	2,534,501	2,534,501	+61,848	51,619	52,674	-1,055	2.4	
Berlin-Görlitz	27.6	184,194	107,546	291,740	...	...	...	432,512	...	...	17,881	...	...	...	...
Berlin-Hamburg	30.7	334,163	583,877	918,040	353,869	536,626	890,495	8,532,635	2,491,657	+52,778	64,294	62,968	+1,326	2.1	
Berlin-Potsdam-Magdeburg	19.5	325,759	331,489	657,248	341,173	311,576	652,749	1,814,332	1,877,946	-63,614	93,043	96,069	-3,026	3.3	
Berlin-Stettin-Syngard	29.5	283,056	204,436	487,492	260,406	276,158	536,564	1,404,569	1,374,622	+31,946	47,612	46,804	+808	2.2	
Berlin-Western Pommerschen	30.4	101,959	63,713	165,672	100,494	61,974	162,468	437,697	430,296	+7,401	14,404	13,828	+576	4.2	
Berlin-Eastern Pommerschen	22.8	69,640	51,453	121,093	67,341	51,074	118,415	321,701	310,645	+11,056	14,114	13,823	+291	3.6	
Breslau-Schlesien	22.9	157,711	221,077	378,788	147,218	267,949	415,167	1,136,418	1,130,447	+5,971	50,630	49,365	+1,265	2.5	
Brug-Neuse	6.2	18,240	27,934	46,174	17,233	25,046	42,279	1,186,335	1,181,151	+5,184	2,989	19,540	+2,451	12.5	
Dresden-Flaund	4.5	...	...	...	...	...	...	213,147	202,466	+10,681	47,366	44,992	+2,374	5.2	
Frankfort-Hanau	3.5	53,452	47,938	101,390	51,742	45,998	97,738	265,210	259,407	+5,803	48,220	43,525	+4,695	10.3	
Frankfort-Homburg	2.5	...	...	...	...	...	...	114,760	115,827	-1,067	43,904	46,351	-2,447	0.9	
Frankfort-Elmsheim	4.5	12,579	9,576	22,155	11,785	8,618	20,403	64,229	60,766	+3,463	14,273	13,506	+767	5.6	
Görsnitz-Gera	4.6	11,984	24,944	36,928	13,034	22,485	35,519	90,981	90,754	+225	21,713	19,728	+1,985	10.1	
Hannau-Leinwies road	26.3	273,514	281,623	555,137	244,011	245,937	489,948	1,501,052	1,416,397	+84,655	53,294	50,944	+2,350	4.8	
Cologne-Minden	37.3	451,353	1,090,674	1,542,027	545,560	1,450,101	1,995,661	5,185,774	5,446,397	-260,623	139,024	150,037	-11,013	7.3	
Cologne	10.7	44,040	26,625	70,665	43,676	28,198	71,874	374,468	362,420	+12,048	34,927	30,872	+4,055	12.2	
Cologne-Deutz-Glossen	24.3	166,633	370,829	537,462	70,185	330,300	400,485	1,226,441	1,092,941	+133,500	50,471	44,973	+5,498	12.2	
Köln-Oderberg	21.7	36,029	251,862	287,891	30,777	184,725	215,502	851,206	503,112	+348,094	34,463	20,362	+14,101	12.2	
Leipzig-Dresden	17.0	290,993	464,508	755,501	...	...	...	2,160,170	1,995,499	+164,671	127,069	126,757	+312	5.2	
Leipzig-Zittau	4.5	...	...	...	...	...	...	154,788	134,786	+20,002	34,307	29,932	+4,375	14.9	
Ludwigshafen	24.4	129,606	385,022	514,628	114,640	307,978	422,618	1,232,433	1,116,136	+116,297	50,531	47,903	+2,628	5.5	
Ludwigshafen-Hamburg	14.3	...	...	...	...	...	...	394,547	385,385	+9,162	87,501	87,650	-149	0.5	
Magdeburg-Halberstadt	11.7	144,280	206,159	350,439	139,236	204,165	343,401	940,435	913,754	+26,681	80,379	78,098	+2,281	0.8	
Magdeburg-Köthen	13.3	76,922	44,944	121,866	33,008	41,476	74,484	237,465	204,521	+32,944	17,854	16,011	+1,843	1.1	
Magdeburg-Wittenberg	14.3	55,000	109,711	164,711	...	...	...	627,334	422,445	+204,889	79,683	29,542	+49,141	2.9	
Magdeburg-Leipzig	19.4	...	...	...	...	...	...	1,631,043	1,530,149	+100,894	64,074	70,945	-6,871	2.9	
Mecklenburg	19.3	68,414	70,972	139,386	65,241	56,967	122,208	424,608	414,472	+10,136	124,011	51,473	+72,538	2.5	
Mecklenburg-Dachau	2.1	8,134	3,646	11,780	6,823	3,406	10,229	29,969	27,047	+2,922	13,791	12,692	+1,099	7.1	

Stargard-Pomm.....	66.6	71,559	948,000	300,901	70,479	943,412	313,884	905,448	713,989	+851,517	43,319	31,000	+11,188	0.1
Tarnob road.....	6.7	138,035	35,503	165,080	133,790	99,075	108,795	346,810	387,066	+19,924	51,873	48,933	+2,740	5.3
Tillich-Insterburg.....	7.1	.....	.....	94,942	.....	.....	52,065	71,350	76,135	+5,915	10,030	8,751	+1,289	14.9
Thuringen.....	37.3	391,709	505,543	497,372	378,808	483,680	660,898	2,343,039	2,109,875	+147,084	62,641	58,897	+3,744	6.7
Werra road.....	90.0	64,063	183,034	187,967	63,940	124,907	188,110	510,816	501,324	+9,492	55,541	23,006	+3,475	1.9
Total.....	1,091.6	.....	.....	20,813,890	.....	.....	19,608,524	66,713,559	54,085,209	+4,628,390	51,655	50,188	+1,767	3.5
2. AUSTRIAN.														
Amberg-Teplitz.....	4.5	Florins.	Florins	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Flor.
Bohemian Western road.....	27.0	19,468	116,389	135,067	97,377	115,667	144,044	406,640	419,711	+46,920	103,700	93,909	+10,431	11.9
Braubach.....	10.8	171,101	458,039	639,140	163,905	387,997	551,503	1,713,679	1,335,523	+356,156	69,306	56,505	+13,191	26.3
Galician.....	47.5	.....	.....	324,473	.....	.....	236,707	758,639	663,039	+95,629	70,246	61,393	+8,853	12.8
Gras Kofsch.....	5.5	279,563	994,195	1,533,498	269,012	926,449	1,195,461	3,390,474	5,188,410	-1,707,936	71,376	108,930	-37,554	34.7
Lombard-L'arnowitz.....	35.0	19,838	117,147	137,085	18,784	79,488	98,279	379,899	281,818	+88,071	60,171	51,540	+8,631	34.8
Austrian Northern road.....	62.5	131,770	311,898	443,598	129,732	175,977	385,729	1,293,427	1,087,347	+205,780	36,944	31,064	+5,680	19.0
Austrian-Southern road.....	174.5	1,297,298	4,785,760	6,077,065	1,148,390	4,038,868	5,187,278	17,644,748	13,891,905	+3,752,782	213,876	168,377	+45,499	27.0
Austrian-Italian net.....	249.0	1,921,830	5,623,092	7,542,922	1,663,399	5,793,676	7,436,983	22,562,256	17,744,055	+4,818,201	121,297	101,687	+19,610	27.2
Austrian-Western road.....	314.0	2,007,665	4,594,072	6,691,737	1,828,674	4,569,461	6,365,135	19,923,838	16,308,857	+3,615,081	80,257	70,297	+9,960	13.0
Parfubitz-Reichenb.....	73.8	2,843,694	2,576,996	5,420,640	2,167,182	2,543,885	4,751,677	15,798,651	15,215,092	+583,639	30,317	51,232	-215	1.3
Thelen road.....	27.7	1,155,376	1,551,554	2,706,930	1,067,359	1,841,945	2,909,304	6,187,558	6,192,915	+1,995,343	110,943	93,905	+17,038	32.3
Turnau-Kralup.....	78.5	121,374	361,153	492,689	118,097	375,959	494,049	1,469,589	1,307,904	+161,685	53,054	48,441	+4,613	9.5
Total.....	1,141.8	56,079	115,535	1,389,489	56,936	112,227	168,183	66,297,693	60,328,215	+14,969,478	26,090	75,267	+10,923	14.4

F.—Coinings of the Frankfort Mint during the period from 1838 to 1867, including A, with the stamp of the free city of Frankfort.

Years.	GOLD COIN.		SILVER CURRENCY.						SMALL SILVER COIN.			COPPER COIN.		Total exclusive of the gold coins.
	Ducats, pieces.		Double thalers.	Single thalers.	Two-florin pieces.	One-florin pieces.	Half-florin pieces.	Six-kreutzer pieces.		Three-kr'er pieces.	One-kreut'r pieces.	Hellers.		
								Fls.	kr.				Fls.	
1838 to 1856, inclusive.....	1, 786		Fls. kr. 3, 827, 106 30	Fls. kr. ....	Fls. 2, 192, 878	Fls. 1, 565, 756	Fls. kr. 388, 220 30	Fls. kr. 306, 244 18	Fls. kr. 78, 662 18	Fls. kr. 134, 919 30	Fls. kr. 19, 589 05	Fls. kr. 8, 513, 976 11		
1857 .....			.....	2, 362 30	.....	.....	.....	.....	.....	12, 406 20	3, 007 00	17, 775 50		
1858 .....			.....	20, 277 15	.....	56, 372	.....	.....	.....	5, 970 00	1, 570 20	20, 277 15		
1859 .....			.....	538, 035 45	.....	.....	.....	.....	.....	10, 664 00	1, 470 33	601, 948 05		
1860 .....			1, 194, 550 00	2, 974, 818 00	.....	210, 876	.....	.....	.....	5, 223 30	1, 575 00	4, 181, 502 38		
1861 .....			6, 263, 558 00	28, 028 00	.....	10, 582	.....	.....	.....	10, 770 14	1, 631 00	6, 509, 260 30		
1862 .....			1, 205, 543 30	624, 837 30	.....	55, 534	6, 881 00	.....	.....	10, 179 33	1, 541 25	1, 860, 245 13		
1863 .....			.....	72, 663 30	.....	.....	.....	.....	.....	5, 727 49	1, 624 45	139, 918 28		
1864 .....			.....	183, 772 45	.....	.....	.....	.....	.....	5, 943 29	1, 602 00	191, 125 19		
1865 .....			.....	361, 712 45	.....	.....	.....	.....	.....	2, 524 10	.....	369, 258 14		
1866 .....			2, 229, 615 30	.....	.....	.....	.....	3, 798 36	4, 790 00	.....	.....	2, 240, 728 16		
Total.....	1, 786		14, 720, 373 30	4, 806, 508 00	2, 192, 878	1, 899, 120	395, 101 30	310, 642 54	83, 452 18	204, 398 35	33, 611 13	24, 646, 015 59		

B.—With the royal Prussian stamp, (mint-mark C.)

Years.	SILVER CURRENCY.			SMALL SILVER COIN.				COPPER COIN.					Total amount.
	Two-thaler pieces.	One-thaler piece.	Total.	Two half sil- ver grosh's.	One silver groshen.	Half silver groshen.	Total.	Four pence.	Three pence.	Two pence.	One penny.	Total.	
1866 .....	Thlr. 452, 246	Thlr. .....	Thlr. 452, 246	Thlr. .....	Thlr. agr. 12, 617 25	Thlr. agr. .....	Thlr. agr. .....	Thlr. agr. g. .....	Thlr. agr. .....	Thlr. agr. g. .....	Thlr. agr. g. .....	Thlr. agr. g. .....	Thlr. agr. g. 452, 246 00 0
1867 .....	2, 097, 672	179, 482	2, 277, 154	7, 653	12, 617 25	532 22	20, 803 17	557 13 8	4, 700 14	784 28 8	777 15 10	6, 820 12 2	2, 304, 777 29 2
Total....	2, 549, 918	179, 482	2, 729, 400	7, 653	12, 617 25	532 22	20, 803 17	557 13 8	4, 700 14	784 28 8	777 15 10	6, 820 12 2	2, 757, 023 29 2

A.—Statement showing the extent of the cultivation, yield, and price of tobacco in the states forming the German Zollverein during the year 1896.

States.	Area of farming land of the provinces where tobacco is planted.	Area of land planted with tobacco.	Quantity of tobacco produced in dried leaves.		Price of a quintal of dried leaves.		
			Total quantity.	Highest and lowest yield per acre.	Maximum.	Mean.	Minimum.
1. Prussia—provinces of Eastern Prussia	Pr. acres.	Pr. acres.	Quintals.	Quintals.	Thalers.	Thalers.	Thalers.
Western Prussia	7,098,250	738	4,687	14	14	84	3
Posen	2,648,689	1,848	12,617	7½	17½	58	35-6
Pomerania	2,772,294	1,251	5,080	9	10	64	3
Silesia	3,233,025	5,190	28,643	12	10	6	3
District of Posen, including Rosenow, Neustadt, and Schöneberg	2,332,065	2,651	23,298	12	3	64	3
Frankfurt-on-the-Oder	1,851,406	6,624	46,617	12	6	54	3
Provinces of Saxony, including Colverde	2,085,019	2,034	11,779	10	9	6	3
Westphalia	826,646	2,837	19,326	7	13½	4 18-30	4 1-6
Rhenish provinces	96,500	11	19,150	21	16	84	34
	447,151	9,340	24,996	27	16	8	
Total	32,651,114	25,394	188,188	7-4	8	54	
The former territory of—Hanover		2,316	18,563	13	7	44	
Hesse-Cassel		1,031	15,300	30	13	94	
Kassau		105-180	6	9	8	7½	
Frankfurt-on-the-Main		71-180	3	7	8		
Melzenheim		34	255	9	8		
Total		28,776	222,315	7-7	11	54	
Further—Anhalt		783	4,862	11	18	4 25-301	
Allstedt and Orlisleben		59	604	18	14	44	
Schwarzburg, Rudolstadt		735	5,498	14			
Total of 1		30,353	223,279	7-69			
2. Bavaria	12,288,656	18,917	135,659	17-92	11-23	5-14	3-9
3. Saxony	80,173	54	6,022	14-92	12	6-4	2-9
4. Württemberg	145,043	664	6,760	25	6-25	5-21	4
5. Baden	674,063	30,934	243,740	8	17-4	6-19	2-10
6. Hesse Darmstadt	1,630,513	4,679	36,402	21-6	8-9	6-13	4-17
7. Thuringian states	187,348	907	6,946	8	15	5	3
8. Brunswick		18-180	1		6		4
Total of 2 to 8		53,665	430,130	7-72			
Add Prussia as above		30,353	233,288	7-69			
Total amount		86,017	663,418	7-71			



LEIPZIG, SAXONY.—M. J. CRAMER, Consul.

DECEMBER 31, 1

Statement showing the description and value of the exports from this  
the United States during the quarter ended this day.

Music goods and instruments.....	\$25
Piano leather, felt, &c.....	5
Galvanoes, cliches, and types.....	1
Woolen cloth, shawls, dress goods, &c.....	34
Furs and peltry.....	37
Books, periodicals, engravings, &c.....	34
Glass buttons, pearls, gimp, and glassware.....	16
Violin bows, strings, &c.....	2
Cotton hosiery.....	27
Laces, lace collars, embroideries, &c.....	15
Linen and cotton goods.....	1
Human hair.....	8
Stockings.....	4
Gloves and hose.....	9
Corsets and crinolines.....	2
Cologne water, &c.....	1
Straw hats, artificial flowers, &c.....	
Tapes.....	1
Flocks, &c.....	3
Cotton braids, &c.....	2
Sundries.....	7
Total for quarter ended December 31, 1867.....	244
Total for quarter ended March 31, 1868.....	342
Total for quarter ended June 30, 1868.....	500
Total for quarter ended September 30, 1868.....	427
Grand total.....	1,513

CHEMNITZ, SAXONY.—H. B. RYDER, Consul.

DECEMBER 31, 1

Statement showing the description and value of the exports from th  
to the United States during the quarter ended this day.

Cotton and woolen hosiery and gloves.....	\$400
Cotton and woolen damasks.....	16
Woolen socks, shirts, drawers, and dress goods.....	4
Dress trimmings.....	25
Bead trimmings.....	15
Lace trimmings, collars, embroideries, &c.....	16
Embroideries.....	4
Musical instruments and strings.....	14
Cotton yarns.....	2
Sundries.....	5
Total for quarter ended December 31, 1867.....	505
Total for quarter ended March 31, 1868.....	696
Total for quarter ended June 30, 1868.....	844
Total for quarter ended September 30, 1868.....	907
Grand total.....	2,954

OCTOBER 20, 1868.

Chemnitz is the chief manufacturing town of Saxony, and the center of cotton and woollen manufacture. It is also notable for the variety of various trades and manufactures. The population of the town is, according to the census taken this year, sixty thousand, of which the working class form the greater part, estimated at fifty thousand. Chemnitz of itself is a very dull place; nothing of any importance is to be seen here excepting factories.

The general trade of Chemnitz and of this consular district, since my arrival here, has been fair; it will probably not be as prosperous again some time to come as it has been during the years of 1865 and 1866. Those last-mentioned years were the best ever known here for export to the United States.

It may be of interest to state the manner in which the various goods produced from this district are manufactured and produced, and the reason why manufacturers here can compete in certain styles of goods, as for instance, cotton hosiery, dress trimming, cotton gloves, with the manufacturer of the United States and the high tariff. Of the before-mentioned articles are manufactured and produced in the private dwelling of the producer of said article, either in the city or in the village of its immediate vicinity. I will say, for instance, that a factor will produce or manufacture so many dozen stockings or gloves per week, and in accomplishing this, every one connected with the factory of said factor has to work and help towards maintaining it. In this manner the work is done very cheap. The wages here are very low—hardly sufficient to supply these poor people with the necessities of life.

Thus, for instance, a grown-up girl will earn one and a half marks per week, equal to \$1 05 in United States gold; a girl from four to fifteen years old will earn from fifteen to twenty groschen per week, equal to forty-six cents New York money; a grown-up man, working in the hosiery and glove manufacturing trade, will earn from two to three marks per week, equal to \$2 76 in United States gold; and to earn a good named amount he must be a very smart workman.

The hosiery trade, which is the oldest and most important in Chemnitz, occupies the first rank in the amount of exports to the United States. Now woollen dress goods are exported now from here for the American market, and I need hardly say that since the present tariff came into operation there has been scarcely any cloth and very few woollens of any description sent from this district to the United States as compared with former times.

Export in low-priced woollens and dress goods has almost entirely ceased.

Several consignments in low-priced woollen plaids from here have suffered a loss of sixty to seventy-five per cent. in the New York market. The goods there is exported from here in that line is mostly of the better quality goods. Under our present tariff, goods costing under forty cents per pound pay twenty cents per pound and thirty-five per cent. ad valorem—consequently an article of which the cost price here is sixteen cents per pound, pays one hundred and sixty per cent. on cost; whereas an article costing one hundred cents per pound pays only eighty-five per cent. Chemnitz and Meerane are the principal cities in Saxony for the manufacture of dress goods. The former numbers eighteen thousand inhabitants, the latter, about sixteen thousand.

Chemnitz and Buchholz are celebrated for dress trimmings, manufactured in and around their immediate vicinities. Many of said trimmings are exported to France and England, and are sold there for more than double the price of French goods.

OLDENBURG.—H. W. CARSTENS, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	Ths
Quills, (cut,) being total for quarter ended December 31, 1867.	17
Total for quarter ended June 30, 1868 .....	1, 94
Total for six months .....	2, 11

BRAKE.—H. W. CARSTENS, *Consul*.

The following shows the nationality and number of vessels arriving at this port during the year 1867: England, 98; Russia, 61; ports on Vistula and Jahde, 38; Holland, 22; Prussia, 18; Sweden and Norway, 22; Belgium, 11; West Indies, 10; France, 5; North America, 3; South America, 4; Teneriffe, 2; Mediterranean, 4; Spain, 2; Portugal, 2; Rostock, 1; East Indies, 1; Hamburg, 1; Lubeck, 1.

The number of vessels that arrived at the port of Brake during the year 1867 was 307 vessels, of 25,614 lasts, with 1,700 men; during the year 1866, 292 vessels, of 23,369 lasts. Their classification as to cargo is as follows: 50 with timber, boards, &c.; 49 with piece goods, (*Stückgüter*;) 43 with coals; 41 with cereals; 15 with iron; 13 with wine; 12 with tobacco and cotton; 10 with herrings; 6 with hemp; 5 with tar; 5 with cement; 4 with China clay; 2 with salt and corkwood; 2 with slaves; 2 with coffee; 2 with ground bark for tanning; 1 with petroleum; 1 with potash; 1 with sperm oil; 1 with sulphur; 1 with rice.

Of these cargoes, 146 were destined for firms at Bremen, and 15 for firms at Brake; 39 vessels arrived with ballast.

They are classified as follows: 153 Prussian, 48 Oldenburg, 27 Dutch, 23 English, 7 Swedish and Norwegian, 4 Mecklenburg, 3 Hamburg, 3 Bremen, 3 Russian, 4 Danish, 1 French, and 1 Lubeck.

There departed from the port of Brake, during the year 1867, 311 vessels, of 26,016 lasts, with 1,789 men, (crew;) during the year 1866, 292 vessels, of 24,137 lasts.

They cleared as follows: 111 to England, 70 to ports on the Weser and Jahde, 27 to sea, 36 to Norway and Sweden, 18 to Russia, 12 to Prussia, 10 to West Indies, 7 to Archangel, 4 to Teneriffe, 3 to North America, 3 to Holland, 2 to South America, 2 to the Mediterranean, 2 to Belgium, 2 to Hamburg, 2 to France, 2 to Denmark, and 1 to Schleswig-Holstein.

Their cargoes are classified as follows: 63 with piece goods, (*Stückgüter*;) 5 with piece goods and 895 passengers; 14 with tobacco; 12 with rice; 1 with cotton; and the remaining 218 in ballast.

Their nationality is as follows: 151 Russian, 86 Oldenburg, 23 English, 23 Dutch, 9 Swedish and Norwegian, 6 Danish, 5 Mecklenburg, 3 Hamburg, 3 Bremen, 1 Russian, 1 French, 1 Hawaiian, and 1 Lubeck.

The above statement shows a slight increase of activity in the year 1867 compared with 1866, but by the following table it will be shown how much Brake has lost since the opening of the railroad between Brake and Geestemünde, in 1862, and the opening of the port of Geestemünde directly above and almost connected with Bremerhaven, in July, 1867.

There arrived at Brake as follows:

Year.	Sea vessels.	With ballast.	Laden.	For Brake.	For Bremen.	Year.	Sea vessels.	With ballast.	Laden.	For Brake.	For Bremen.
1860....	601	47	554	119	435	1864.....	311	53	258	108	150
1861....	527	68	519	142	377	1865.....	391	47	344	160	184
1862....	433	50	383	122	261	1866.....	292	51	241	103	138
1863....	421	74	347	121	226	1867.....	207	89	268	122	146

A considerable improvement cannot be hoped for unless a railroad is built from Brake to Osnabrück, so as to direct the coal trade, &c., from Westphalia in the most direct way to the sea-coast.

From all the Oldenburg ports on the Weser there were exported in the year 1867—

	Thalers.
9,777 head of cattle, valued at.....	1, 000, 000
5 horses .....	1, 000
335 hogs.....	6, 700
12,218 sheep.....	185, 000
40 lasts of horse beans.....	5, 300
200 lasts of wheat .....	40, 000
1,100 lasts of oats.....	77, 000
30 lasts of rape-seed.....	7, 500
5,694 hundred-weight of butter.....	148, 850
<b>Total .....</b>	<b>1, 471, 250</b>

In twenty-two dock-yards at Oldenburg, on the Weser, there were built in 1867 thirty-one sea-going vessels, of 4,572 lasts: twenty vessels, of 3,200 lasts, for Oldenburg; six vessels, of 425 lasts, for Bremen; two vessels, of 600 lasts, for Norway; two vessels, of 465 lasts, for Hamburg; one vessel, of 175 lasts, for Prussia. The number of vessels owned in the whole duchy on the 1st of January, 1868, amounted to 232 sea-going vessels, of 28,687 lasts, at 4,000 pounds each, with 1,800 men; 388 boats, coast and river, over 5 lasts of 6,404 pounds, with 800 men; making a total of 620 vessels, of 35,091 lasts and 2,600 men.

Of the sea-going vessels 99, of 14,485 lasts, were owned at Brake; 93, of 12,045 lasts, were owned at Elsfleth. When the Nord Deutsche Bund (North German Union) was formed, and when thereupon the laws concerning duties, &c., were regulated anew, Brake remained a free port, as it had been before. For this privilege Oldenburg has to pay into the treasury of the Union 4,180 thalers per annum, which amounts to about 1.7 thaler on every inhabitant of Brake. From the Duchy of Oldenburg, with about 250,000 inhabitants, there emigrated, in 1867, 898 persons, taking with them property amounting to 68,065 thalers. There immigrated during the same year 123 persons, bringing with them property amounting to 68,725 thalers. Of the emigrants 779 went to North America.

HANSEATIC CITIES.

BREMEN.—GEORGE S. DODGE, Consul.

NOVEMBER 1, 1868

I have the honor to inform the department that from January 1, 1867, to October 11, 1868, 59,243 emigrants, in 150 vessels, have been forwarded from this port, against 66,928 emigrants, in 179 vessels, during the same period in the year previous, to the various ports of destination as follows :

Destination.	1868.		1867.	
	Ships.	Passengers.	Ships.	Passengers.
New York .....	102	46,189	120	46,189
Baltimore.....	29	9,837	27	9,837
Philadelphia .....	5	1,627	4	1,627
Quebec.....	9	852	8	852
New Orleans.....	5	658	7	658
Galveston.....	.....	80	9	80
Charleston, South Carolina .....	.....	.....	1	.....
Buenos Ayers.....	.....	.....	3	.....
Total .....	150	59,243	179	66,928



covering the first half of the years 1887 and 1888.

	1867.		1868.		1867.		1868.		1867.		1868.	
Nationality.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Europe.....	1, 152	86, 580	1, 507	95, 854	1, 166	67, 731	1, 449	101, 627	1, 775	129, 660	958	63, 782
United States.....	109	84, 632	1, 153	117, 941	153	84, 652	1, 117	93, 019	120	109, 316	116	92, 629
Other parts of North America.....	.....	.....	1	329	1	.....	8	3, 573	12	4, 605	6	2, 541
Central America.....	4	643	5	1, 396	6	643	2	321	.....	.....	1	155
South America.....	60	8, 459	61	9, 433	61	8, 459	19	2, 753	22	4, 018	17	2, 434
West Indies.....	48	7, 633	46	9, 629	45	7, 633	35	5, 659	43	7, 913	22	3, 174
Africa.....	3	365	3	448	3	365	6	895	6	893	4	502
Asia.....	12	3, 936	46	14, 308	46	3, 938	5	2, 296	13	5, 209	.....	.....
Sandwich Islands.....	1	314	1	205	1	314	1	314	1	239	1	314
Total for 1867.....	1, 389	192, 584	.....	.....	.....	173, 735	1, 642	210, 457	.....	.....	1, 125	165, 531
Total for 1868.....	.....	.....	1, 822	249, 543	1, 481	.....	.....	.....	1, 992	261, 913	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1, 243	181, 518

HAMBURG.—G. T. WILLIAMS, *Consul.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	Mark bank
Drugs .....	10,690 1
Arsenic .....	1,557 0
Wine .....	5,691 0
Alum .....	8,856 1
Rags .....	58,820 0
Rails and railings .....	17,285 0
Glue .....	25,069 1
Horsehair .....	146,187 0
Iron .....	13,612 0
Prunes .....	156,202 0
Bristles .....	22,417 1
Berlin wool .....	37,354 0
Hemp .....	7,888 0
Soft lead .....	59,239 0
Empty petroleum barrels .....	14,070 0
Haircloth .....	17,316 0
Hops .....	88,585 1
Bones .....	3,305 1
Cherries, and juice of cherries .....	7,003 0
Metallic bismuth .....	5,573 0
Ribbon .....	2,645 1
Soap .....	959 2
Calf-skins .....	13,367 1
Canes .....	10,381 0
Spelter .....	35,384 2
Plums .....	9,256 4
Champagne .....	14,868 1
Raw skins .....	21,433 1
Seeds .....	3,320 0
Citron .....	8,276 2
Woolen yarn .....	1,403 1
Mustard seed .....	1,572 1
Bitters .....	1,126 0
Porcelain glass .....	904 0
Toys .....	713 1
Clothing .....	1,968 0
Shawls .....	688 0
Harmonicas .....	3,083 5
Cantharides .....	4,524 0
Pianos .....	5,252 0
Gloves .....	4,071 0
Tobacco .....	22,429 3
Sulphur .....	9,742 2
Sundries .....	43,340 2
Total for quarter ended December 31, 1867 .....	950,728 4
Total for quarter ended March 31, 1868 .....	1,520,000 0
Total for quarter ended June 30, 1868 .....	2,141,137 0
Total for quarter ended September 30, 1868 .....	1,098,874 0
Grand total .....	5,690,739 6

I beg leave to transmit the inclosed tabular statements, showing the shipping and imports of Hamburg in 1867, and partially in 1868, and its exports to the United States in 1868, together with a brief historical and statistical review of Hamburg's affairs and trade.

The tabular reviews of trade, published yearly by the Hamburg chamber of commerce, contain minute details relative to navigation and imports, but for twelve years have given no information as to export

Owing to the abolition of the export duty, and the consequent repeal of the law requiring merchants to declare the value of exported goods.

The impossibility of procuring official statements even of the imports of Hamburg till long after the close of each year will explain the meagreness of the information herewith sent as to the trade and shipping of 1868.

The principal articles imported into Hamburg from the United States during the year 1867 are as follows, viz: Groceries, consisting of coffee, tea, sugar, fresh and dried fruits, almonds, Para nuts, sago, honey, lard, butter, preserves, salted and smoked meat, eatables, &c.; dyestuffs, such as logwood, fustic, redwood, and extracts of redwood, aniline dye, and various roots, barks, and woods; gum shellac, rosin, gum copal, gum elastic, &c.; building wood, stoves, &c.; anise-seed oil, spirits turpentine, etherial oil, drugs and chemicals, copper, yellow metal, anti-mony, spelter, stag and deer skins, furs, and other skins, whalebone, ivory, &c.; petroleum, benzine, guano, tallow, wax, clover, timothy, and grass seed, and various farm and garden seeds; woolen, cotton, linen, and other dry goods; various leather goods, straw goods, gum goods of all kinds; fine wooden ware and furniture; coarse wooden ware; paper and printed books, paintings and lithographs; fine gold, silver, iron, and other metal ware; machines; pianos; and other musical instruments; mathematical and other instruments; carriages, arms, hardware, and manufactured goods; the total value of which amounted to 24,645,070 mark banco, or, in gold, \$7,097,780.

Statement showing the entire imports of goods into Hamburg during 1867, in weight and value.

	Weight.	Value.
	<i>Centners.</i>	<i>Thalers.</i>
Direct by sea vessels.....	23, 020, 000	187, 630, 000
By way of Altona.....	3, 120, 000	24, 624, 000
By land and river .....	24, 485, 000	150, 765, 000
Total centners .....	50, 625, 000	363, 019, 000
AGAINST—		
In 1866 .....	47, 258, 000	336, 587, 000
In 1865 and 1861, (average) .....	41, 935, 000	298, 277, 000
In 1860 and 1856, (average) .....	35, 447, 000	251, 101, 000
In 1855 and 1851, (average) .....	28, 464, 000	195, 680, 000

The imports of 1867, therefore, exceeded the average of the years 1851-'55 about eighty per cent. in weight, and eighty-five per cent. in value.

Comparative statement showing the emigration from Hamburg, Bremen, Antwerp, and Havre, respectively, in 1866 and 1867.

Places.	1866.		1867.	
	Direct.	Indirect	Direct.	Indirect.
Hamburg—persons .....	39, 040	5, 740	38, 214	4, 675
Bremen—persons .....	61, 879	.....	73, 971	.....
Antwerp—persons .....	3, 401	3, 600	9, 048	3, 000
Havre—persons .....	24, 172	.....	22, 753	.....

*Statement from the commercial reports of Great Britain and France, of the increase in the imports from the Hanseatic cities (chiefly from Hamburg) to those countries.*

	Imports to Great Britain and France.	
	Value in thalers.	Value in pounds.
1867.....	62,833,000	10,000,000
1868.....	70,512,000	11,000,000
1865 and 1861.....	47,630,000	7,500,000
1860 and 1856.....	36,951,000	5,800,000
1855 and 1851.....	36,793,000	5,700,000

*Statement of the value of goods exported from Germany to the United Kingdom during the year ended June 30, 1867.*

Direct from Hamburg.....	\$12,100,000
Direct from Bremen.....	13,100,000
Direct from rest of North Germany.....	26,100,000
Indirect from North Germany.....	24,100,000
Indirect from South Germany.....	4,100,000
Total from Germany.....	55,100,000

*Statement showing the North German shipping at the end of 1867.*

	Ships.	Tons of 1,000 pounds.	Per cent.	Average
Hamburg, Bremen, and Lübeck.....	814	242,537	36.7	298 1/2
Mecklenburg.....	447	56,452	8.5	126 1/2
Oldenburg.....	190	26,863	4.1	141 1/2
Total.....	1,451	325,852	49.3	2,215 1/2
Old Prussian provinces.....	1,380	197,447	29.8	143 tons
Province of Hanover.....	1,422	66,121	10.3	48 tons
Province of Schleswig-Holstein.....	2,527	69,865	10.6	26 tons
Total.....	5,329	333,433	50.7	63 tons
Grand total.....	6,780	661,285	100.0	97 tons

*Statement showing the comparative quantity and value of the chief articles imported into Hamburg in 1867 and 1851.*

Articles.	1867.	Per cent. of the entire imports.	1851.
	Value in thalers.		Value in thalers.
Woven goods.....	74,930,230	18.89	39,136,600
Cotton.....	25,826,175	6.30	5,149,400
Wheat and flour.....	20,526,150	5.01	4,555,400
Coffee.....	19,851,320	4.85	10,682,500
Woolen and half woolen thread.....	17,772,905	4.34	6,126,600
Cotton thread and twist.....	15,637,765	3.82	11,290,900
Cattle.....	11,094,500	2.71	3,820,800
Tobacco and cigars.....	8,295,905	2.03	4,985,100
Sugar and sirup.....	8,220,060	2.01	4,045,100
Wool.....	6,815,715	1.66	5,776,300
Hides and skins.....	6,726,250	1.64	4,051,100
Guano.....	2,560,360	0.63	310,600

imports of petroleum have risen 3,200 centner (hundred-weight) in 1867, at an average value of 8.40 thalers per centner, to 237,350 centner in 1867, at an average value of 6.45 thalers per centner. From January 1 to November 3, 1868, 2,260,489 gallons of petroleum were imported from New York City to Hamburg, against 984,689 gallons in the corresponding period of 1867. The entire exports of petroleum from the United States from January 1 to November 3, 1868, amounted to 4,621 gallons.

Table showing the arrivals and departures of sea-going vessels to and from Hamburg in 1867, and the average of the same in 1851 and 1855.

Arrivals and departures.	1867.			Average of 1851 and 1855.		
	No. of vessels.	Burden in lasts of 4,000 pounds.	In ballast.	No. of vessels.	Burden in lasts of 4,000 pounds.	In ballast.
<b>ARRIVALS.</b>						
Vessels beyond the Cape of Good Hope and Cape	89	29,751	.....	72	14,542	.....
Harbors of the east coast of the United States....	105	63,130	.....	80	16,309	.....
Other non-European harbors .....	374	57,013	.....	313	41,038	.....
Total .....	568	149,894	.....	445	71,889	.....
From Britain .....	2,288	595,807	71	1,885	242,273	19
From European places .....	2,199	208,354	597	2,124	101,919	535
Total .....	5,055	954,055	668	4,454	416,083	554
Large vessels .....	3,048	314,228	570	3,730	276,394	530
Small vessels .....	2,007	639,827	98	724	139,689	24
<b>DEPARTURES.</b>						
Vessels beyond the Cape of Good Hope and Cape	102	25,136	1	108	21,480	1
Vessels on the east coast of the United States .....	87	65,011	2	75	19,574	1
Other non-European harbors .....	353	45,383	8	281	34,299	8
Total .....	542	135,529	11	467	75,353	10
To Britain .....	2,475	626,838	1,231	1,820	224,273	926
To European places .....	2,024	194,008	682	2,173	97,165	990
Total .....	5,071	956,375	1,924	4,460	416,791	1,926
Large vessels .....	3,044	319,374	1,462	.....	.....	.....
Small vessels .....	2,027	637,001	462	.....	.....	.....





Statement showing the imports of Hamburg in 1867 compared in value and origin with of 1851.

Countries.	1867.	Per cent.	1851.	Ratio.
	Value.		Value.	
	Thalers.		Thalers.	
From the United States.....	12,323,000	3.0	2,366,000	19.5
From West Indies.....	4,644,000	1.1	4,838,000	40.6
From Brazil.....	7,516,000	1.8	7,796,000	64.3
Rest of America.....	9,439,000	2.3	3,080,000	25.2
Other non-European countries .....	2,785,000	0.8	2,531,000	21.1
Total .....	36,707,000	9.0	20,661,000	100
From Great Britain.....	129,444,000	31.6	54,144,000	22.8
From other countries by sea.....	30,832,000	7.5	14,023,000	5.8
Total imports by sea.. ..	197,003,000	48.1	88,828,000	36.6
From and by way of Altona.....	26,008,000	6.3	17,489,000	7.2
From and by way of Harburg .....	19,078,000	4.6	14,734,000	6.0
From and by way of the Lower Elbe .....	5,200,000	1.3	1,330,000	0.5
From and by way of the Upper Elbe.....	25,571,000	6.3	8,129,000	3.3
By the Berlin, Hamburg, and Lubec, railroads and wagons.....	136,798,000	33.4	56,129,000	23.0
Total .....	409,658,000	100.0	186,639,000	100

Comparative statement showing the arrivals of sea-going vessels at Hamburg and other ports in 1867.

	Ships.	Tons.	IN BALLAST	
			Ships.	Tons.
Hamburg .....	5,055	1,908,110	668	102,100
Bremen.....	3,108	898,756	508	65,900
Stetten .....	3,097	531,424	332	27,000
Amsterdam .....	1,466	392,975	16	2,400
Antwerp.....	3,476	901,556	.....	.....
Havre .....	2,920	995,063	29	4,800
London .....	11,719	3,834,668	.....	.....
Liverpool.....	5,060	3,125,143	.....	.....

Comparative statement showing the value of the imports and exports of goods at Hamburg Bremen, Stettin, Antwerp, Havre, and New York, during the years 1865, 1866, and 1867.

	1866.	1867.
HAMBURG.		
Imports by sea .....	161,325,000	187,632,000
Other imports.....	175,262,000	175,304,000
Total .....	336,587,000	363,000,000
BREMEN.		
Imports by sea.....	59,802,000	70,745,000
Other imports.....	36,865,000	37,193,000
Total .....	96,667,000	107,943,000
STETTIN.		
Imports by sea.....	40,970,000	55,000,000
Exports by sea .....	22,150,000	31,100,000
Total .....	63,120,000	86,100,000

*Statement of value of imports and exports of goods at Hamburg, &c.—Continued.*

	1866.	1867.
NEW YORK.		
sea ..... dollars in gold ..	295, 035, 000	249, 342, 000
sea ..... do .....	192, 320, 000	186, 790, 000
al .....	487, 355, 000	436, 132, 000
thalers .....	666, 052, 000	596, 047, 000
ANTWERP.		
sea ..... francs ..	496, 000, 000	538, 300, 000
sea ..... do .....	292, 400, 000	414, 400, 000
frances .....	788, 400, 000	952, 700, 000
thalers .....	210, 340, 000	254, 000, 000
HAVRE.		
sea ..... francs ..	520, 810, 000	680, 690, 000
sea ..... do .....	847, 609, 000	980, 094, 000
frances .....	1, 368, 419, 000	1, 660, 784, 000
thalers .....	364, 912, 000	442, 876, 000

*Showing the arrivals and departures of sea-going vessels to and from Hamburg, to 1868, inclusive, together with their cargoes in commercial lasts of 6,000 pounds.*

	ARRIVALS.		DEPARTURES.	
	Vessels.	Lasts.	Vessels.	Lasts.
.....	5, 012	465, 909	5, 006	463, 174
.....	5, 186	543, 735	5, 186	540, 666
.....	5, 185	590, 077	5, 210	692, 250
.....	5, 055	636, 100	5, 071	637, 583
.....	5, 297	684, 185	5, 287	679, 486

arrivals in 1868 only eleven were under the American flag, four in 1867, fourteen in 1866, thirty-seven in 1865, eighteen in twenty-five in 1863, eleven in 1862, and forty-two in 1861.

*Showing the names, age, tonnage, horse-power, and names of builders of the steamers Hamburg American Packet Company, plying between Hamburg, New York, and New touching at Havre and Southampton.*

Names of steamers.	When built.	Tonnage.	Horse-power.	Names of builders.	Residence of builders.
.....	1856	2, 200	375	Laird & Co ..	Greenock.
.....	1857	2, 200	300	....do .....	Do.
.....	1857	2, 200	300	....do .....	Do.
.....	1858	2, 500	400	....do .....	Do.
.....	1863	2, 900	500	....do .....	Do.
.....	1865	2, 600	500	Day & Co ..	Southampton.
.....	1867	3, 000	500	Laird & Co ..	Greenock.
.....	1867	3, 000	500	....do .....	Do.
.....	1868	3, 000	500	....do .....	Do.
.....	1868	3, 000	500	....do .....	Do.

ensions of the Silesia, the eleventh of the line, which Laird & ow (January, 1869) building, will fully equal those of the Hol- the cost of the Hammonia and Cimbria was 1,068,105 and marks banco, respectively, or about \$389,110 and \$382,836 gold. erage speed of the mail steamers of this line in the first ten f 1868 was, from England to New York, eleven days, five hours, teen minutes; and from New York to England, ten days, one l thirty-one minutes.

In the same period this line forwarded 28,474 passengers from Hamburg, and 5,513 from New York; making a total of 33,987 persons. average annual transportation of freights to America is about 23 tons. Its annual dividend varies from sixteen to twenty per cent.

This excellent line has attained its present important position in commercial world without government subsidy.

*Statement showing the number of emigrants forwarded from Hamburg each of the past sixteen years, from 1853 to 1868, inclusive.*

1853 .....	29,548	1861 .....	1
1854 .....	50,572	1862 .....	1
1855 .....	18,648	1863 .....	2
1856 .....	25,975	1864 .....	2
1857 .....	31,245	1865 .....	4
1858 .....	19,459	1866 .....	4
1859 .....	13,021	1867 .....	4
1860 .....	15,992	1868 .....	5

Of the emigrants forwarded in 1868, 43,757 were sent direct, 6,422 by way of Hull and Liverpool.

Of those directly forwarded, 36,881 went to New York; 2,671 to Quebec; 566 to New Orleans; 951 to Rio Grande do Sul; 337 to Rio Janeiro; 1,937 to Blumenau; 87 to Blumenau and Donna Francisca; 151 to Port Adelaide and Sydney; and 69 to Natal.

Of the emigrants from Hamburg from 1851 to 1867, inclusive, 81 came from Prussia; 25,119 from Mecklenburg; 28,777 from South Germany and 79,408 from other countries.

At the close of 1867, the population of the entire territory belonging to the Free and Hanseatic City of Hamburg, embracing 6.39 German quadrat miles, or about 156 English square miles, was 306,507, (8,982 more than in 1866,) of which the city, with its suburbs, harbors, and canals contained 223,763, (7,067 more than in 1866,) including a garrison of 13 soldiers, furnished by the North German Union, (of which Hamburg is a member,) under a treaty concluded between Prussia and Hamburg. On 15, 1867, in pursuance of which the citizens' guard, that had existed for centuries, was abolished October 1, 1867.

The estimated public expenditures of Hamburg, in 1868, of which accounts have not yet been published, were 5,429,780 thalers, (about the same in United States currency,) of which 933,600 thalers were for Union troops and other federal objects; the receipts, 4,799,780 thalers. Hamburg pays the North German Union, in 1869, 699,890 thalers as an indemnity for its refusal to participate fully in the Zollverein Tariff Union, into which some of its country districts entered in 1867. The deficit in 1868 was owing to the increased burdens resulting from annexation to the North German Union.

There is but little manufacturing industry on Hamburg territory outside of the city. The country people engage in fishing, cattle breeding, the raising of corn, fruit, and vegetables; the cultivation of flowers especially in the so-called Four Lands, a finely cultivated and uncommonly fruitful marsh land beside the Elbe; shipbuilding; and in small settlements near Hamburg, dyewood grinding, sugar refining, cotton spinning, wool and cotton printing, and iron smelting. The chief articles manufactured in and around Hamburg are pianos, carriages, hats, gloves, India-rubber shoes and other goods, whalebone and ivory, perfumery, and especially perfumed waters, combs, rope, &c. There are also sugar refineries, train-oil boileries, carriage factories,

founderies, anchor factories, cigar and tobacco factories, glue and soap factories, cork and veneer cutteries, important steam mills, and manufactories of caviare, salted, and smoked meat, (beef.)

Hamburg is deservedly famous. Much business is also done in quills, artificial flowers, knitted woolen goods, gold and silver ware, surgical instruments, &c. The world-wide trade of Hamburg set forth in the accompanying tabular statements, though much reduced in the past year (1868) by the general stagnation occasioned by the "rumors of war," incomparably more than its manufactures. This is due to its excellent situation, favorable alike to inland and foreign trade. The Berlin and the Lubeck roads are the only railroads running directly to and from Hamburg. The interior trade has been chiefly confined to the Berlin road. A third direct road, from Hamburg to Bremen, and thence, eventually, to Paris, which has been long in contemplation, and only hindered by the impracticable unenterprising spirit of the late government of Hanover, is now in course of construction, owing to the ready response of enlightened Prussia to the proposals of Hamburg. The bridge over the Elbe, together with the railroad stations, will cost about eleven million thalers, of which Hamburg advances about seven millions, to be repaid by railroad shares. The extraordinary increase of trade between Hamburg and Lubeck, since the building of the direct Lubeck road, justifies the belief that a like rapid extension of business must follow the establishment of a direct railroad communication between Hamburg, Bremen, and Paris. The branches of the Berlin and Hamburg road, connecting at Wittenberg, Hagenow, and Büchen, respectively, with the Magdeburg and Wittenberg, the Mecklenburg, and the Lubeck and Büchen roads, now enable Hamburg to make direct connections with all the stations of the north and middle German system of railroads. Large quantities of goods are also received and forwarded over the Hanover railroad, the terminus of which is at Harburg, on the south bank of the Elbe, about six miles from Hamburg. There is also much exportation by way of Altona (a Prussian town immediately adjoining Hamburg and partially forming part of it) to the Elbe duchies and Denmark, over the Altona and Kiel, the Elmsborn and Glückstadt, and the Neumünster and Rendsburg roads. This trade is greatly facilitated by the new road connecting the Berlin and Hamburg road at Hamburg, with the Altona and Kiel road. The following articles are exempt from duty at Hamburg: goods forwarded or in transit, wheat, potatoes, fresh fruit and vegetables, fresh fish, building and fire-wood, stove coal, roofing slate, zinc, copper, brass, yellow metal, rape seed, oil cakes, guano, cotton, wool, flax, linen, rags, linen and sailcloth, printed books and music, empty casks, passengers' baggage, and coin. All other articles are subject to an import duty of one quarter per cent. of the value declared by the importer. The export duty of one eighth per cent. of the declared value was abolished in 1856. Till 1865, the import duty was one half per cent. Of the imports of 1867, seventy-seven and a half per cent. was free of duty and twenty-two and a half per cent. subject to duty. The duties collected amounted to two hundred and thirty-one thousand two hundred and eighty thalers, against three hundred and thirteen thousand one hundred and eighty thalers in 1851, when the duty was still one half per cent. In the past twenty-five years many burdens have been removed from Hamburg trade and navigation. Ships arriving here were formerly subject to a tax varying with the length of the voyage, and amounting to a thaler and a quarter per commercial last (six thousand pounds) for ships coming from transatlantic ports. Since 1852 this tax has been reduced to one-tenth or one-fifth of a thaler per last, for all ships. The

Stade dues, which though reduced twenty-five per cent. in 1844, and imposed on importation by sea a tax of about 240,000 thalers a year were entirely abolished in 1861, on payment of an indemnity of five million thalers, of which Hamburg paid one third. River vessels formerly had to pay at Hamburg a harbor tax of four Hamburg skillings (one-tenth of a thaler) per commercial last, (six thousand pounds,) and four and a half skillings "Esslinger" tax for every ship last (four thousand pounds) laden at Hamburg. This tax ceased in 1863, Hamburg assuming the indemnity for Lübeck's share in it.

The Elbe dues, which amounted in 1844 to from six and three-quarters to twenty-four silver groschen (four-fifths of a thaler) per centner, (hundred-weight,) and produced in 1845 an income of 950,000 thalers, were reduced in 1863 to one and one-third groschen per centner, to accomplish which Hamburg had to guarantee for its part 39,000 thalers a year. The constitution of the North German Union insures the speedy abolition of the rest of these dues, to which only Mecklenburg now clings. From 1814 to 1857 the trade of Hamburg to the Baltic was subject to the oppressive burden of the Danish transit dues, to the amount of about six skillings per centner. Through the efforts of Lübeck and Hamburg this tax was reduced by treaty, when the Sound dues were abolished to one skilling per centner. It ceased entirely when Schleswig-Holstein joined the Zollverein.

The Mecklenburg, &c, dues, which were levied on the trade over the Berlin and Hamburg railroad, in 1841, as a compensation to the several State treasuries for the anticipated falling off in the Elbe dues, and which in 1867 still amounted to 376,961 thalers, at last ceased with the entry of Lauburg and Mecklenburg into the Zollverein. From 1847 to 1867 transit dues to the amount of 5,878,318 thalers were paid on the trade over the Berlin and Hamburg railroad. The progress which has taken place within a comparatively recent period in removing hindrances to the transportation of merchandise through the various German States is nowhere more striking than in the trade of Hamburg, which, only twenty years ago, when it could exhibit an importation of 140,000,000 thalers, was subject to the enormous annual burden of about 1,300,000 thalers. The happy results of the removal of this burden illustrate the beneficent principles of free trade.

#### BREMERHAVEN.—F. W. SPECHT, *Consular Agent*.

DECEMBER 31, 1867

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

	Bremen
Brandy, one case, and herrings, one barrel and thirty cases.....	Th. 452 41
Wine, one box.....	9 10
Cake, five boxes.....	93 16
Baskets, one hundred and nine packages.....	469 61
Cigars, two boxes.....	459 51
Plums, ten casks.....	810 12
Selters, fifty cases.....	186 66
Total for quarter ended December 31, 1867.....	2,480 60
Total for quarter ended March 31, 1868.....	3,952 32
Total for quarter ended June 30, 1868.....	6,137 04
Total for quarter ended September 30, 1868.....	1,557 17
Grand total.....	<u>14,127 13</u>



SAXE-MEININGEN-HILDBURGHAUSEN.

SONNEBERG.—S. HIRSHBACH, Consul.

next showing the principal articles exported to the United States of America for the year ended September 30, 1868.

Articles.	QUARTER ENDED—				Total.
	Dec. 31, 1867.	March 31, 1868.	June 30, 1868.	Sept. 30, 1868.	
	<i>Florins. Kr.</i>	<i>Florins. Kr.</i>	<i>Florins. Kr.</i>	<i>Florins. Kr.</i>	<i>Florins. Kr.</i>
nd toys.....	71, 577 41	33, 233 22	311, 590 09	231, 286 30	647, 687 42
are .....	32, 319 03	38, 420 28	108, 978 46	128, 789 45	308, 508 02
sum and other tobacco pipes	53, 670 26	35, 329 38	37, 306 20	51, 260 43	177, 567 07
.....	8, 376 50	5, 090 38	6, 485 58	.....	19, 953 26
goods .....	23, 068 29	2, 936 09	18, 741 01	8, 977 54	53, 723 33
nd slate pencils.....	3, 397 32	2, 158 34	7, 424 58	7, 358 56	20, 340 00
loss .....	64, 851 04	119, 270 51	66, 772 21	84, 068 23	334, 962 39
.....	11, 644 50	439 26	1, 955 41	4, 050 54	18, 090 51
.....	1, 825 50	1, 589 38	1, 818 09	7, 416 37	12, 650 14
.....	13, 434 23	8, 476 53	1, 264 08	636 03	23, 811 27
eds .....	3, 854 21	1, 954 00	2, 220 02	908 10	8, 936 33
.....	990 58	643 53	292 15	1, 063 41	2, 990 47
re.....	739 10	1, 493 29	1, 702 08	7, 781 19	11, 716 06
vs.....	2, 834 34	.....	.....	8, 995 29	11, 830 03
.....	3, 088 17	6, 305 18	13, 267 45	7, 496 10	30, 157 30
.....	4, 387 29	1, 693 04	3, 141 35	17, 309 36	26, 531 44
.....	13, 368 45	17, 754 07	16, 066 07	23, 655 43	70, 844 42
etal .....	313, 429 42	276, 789 28	599, 027 23	591, 055 53	1, 780, 302 26
parison to the export of the ended September 30, 1867.	511, 003 16	314, 345 54	757, 268 14	562, 606 38	2, 145, 224 02
.....	.....	.....	.....	28, 449 15	.....
.....	197, 573 34	37, 556 26	158, 240 51	.....	364, 921 36

Statement showing the description and value of the exports from this consular district to the United States during the two quarters ended December 31, 1867, and March 31, 1868, compared with the corresponding quarters of 1866 and 1867.

Description.	QUARTER ENDED—		Total for the two quarters.	QUARTER ENDED—		Total for the two quarters.	MORE IN—	
	Dec. 31, 1866.	March 31, 1867.		Dec. 31, 1867.	March 31, 1868.		Third quarter 1866 and first quarter 1867.	Third quarter 1867 and first quarter 1868.
Cotton hose .....	Florins. Kr. 103,125 35	Florins. Kr. 114,011 14	Florins. Kr. 217,996 49	Florins. Kr. 64,851 04	Florins. Kr. 119,270 51	Florins. Kr. 184,121 55	Florins. Kr. 33,874 94	
Drugs.....	10,615 56	3,864 04	14,480 00	11,644 50	439 26	12,084 16	2,395 44	
Paints.....	6,842 50	5,534 07	12,376 57	1,825 50	1,589 38	3,415 28	8,961 29	
Glassware.....	2,199 15	1,796 49	3,996 04	739 10	1,493 29	2,232 39	1,763 25	
Willow ware .....	363 22	684 13	1,047 35	3,088 17	6,305 18	9,393 35	.....	
Kid gloves.....	618 03	6,667 23	7,285 26	2,834 34	.....	2,834 34	4,450 52	
Meerschaum and other tobacco pipes .....	53,321 45	27,404 54	80,726 39	53,670 26	35,329 38	98,000 04	.....	
Glass beads .....	1,556 35	7,797 29	9,354 04	3,854 21	1,954 00	5,808 21	3,545 43	
China ware .....	32,408 08	13,594 18	46,002 26	32,319 03	38,420 28	70,739 31	.....	
Dolls, toys, marbles, &c .....	90,196 11	46,299 59	136,496 10	71,577 41	33,233 22	104,811 03	31,685 07	
Seeds .....	9,626 49	6,355 09	15,981 58	13,431 23	8,476 53	21,911 16	.....	
Slates and slate pencils.....	7,040 31	1,202 28	8,292 59	3,397 32	2,158 34	5,556 06	2,736 53	
Gums .....	857 14	1,545 15	2,402 29	8,990 58	643 53	1,634 51	767 38	
Cloths.....	112,970 06	39,218 51	152,188 57	8,376 50	5,090 38	13,467 28	138,721 29	
Woolen dress goods.....	66,084 17	13,230 29	79,314 46	23,068 29	2,936 09	26,004 38	53,310 08	
Vermilion .....	4,748 20	3,850 00	8,598 20	4,387 29	1,693 04	6,080 33	2,517 47	
Sandries .....	10,119 35	20,628 08	30,747 43	13,368 45	17,754 07	31,122 52	375 09	
Total .....	513,604 32	313,684 50	927,289 22	313,429 42	276,789 22	590,219 10	284,731 69	
							47,660 57	

## BAVARIA.

MUNICH.—HENRY TOOMEY, *Consul*.

SEPTEMBER 30, 1868.

I have the honor to submit herewith, in accordance with usage, my yearly consular report for this district and Bavaria generally, together with a brief notice of the industrial, agricultural, and mining condition of the country during the year ended September 30, 1868.

The commercial relations of Bavaria with the United States during the year ended September 30, 1868, show a decrease in the aggregate of about eighteen per cent. over the sum of transactions for the preceding year.

As will be observed by reference to the tables of exports, this decrease is not equal, or proportioned throughout Bavaria, but is averaged from the returns of the four consular and vice-consular districts, exhibiting, in the case of Munich, an advance of over thirty per cent.; in the case of Nuremberg, a decrease of twenty-two per cent.; in the case of Augsburg, an increase of fourteen per cent.; and in the case of Rheinpfalz, a decrease of about twenty-four per cent.

*Table showing the comparison of exports from Bavaria to the United States during 1867 and 1868.*

Place.	1867.	1868.
	<i>Florins.</i>	<i>Florins.</i>
From Nuremberg .....	5,168,449 00	4,036,460 21
From Munich .....	315,457 45	410,716 36
From Augsburg .....	28,124 20	32,167 41
From Pfalz .....	529,692 55	396,344 00
Total .....	6,041,723 00	4,875,688 38

In local trade and enterprise there is nothing worthy of note to distinguish it from the preceding year. The same general stagnation then observed yet continues, no new public works or railways have been undertaken, while the amount of unemployed capital lying on deposit exceeds that of the previous year. In the case of the Bavarian Discount and Loan Bank (the government chartered bank) this unfavorable condition is very apparent, the amount taken out on loan being less than two-thirds of the permitted issue. This falling off is most noticeable in the head bank at Munich, showing a decline in business of about thirty per cent. compared with the preceding year, and of forty per cent. in the branch at Augsburg. The remote bank branches at Lindau and Kempten show a slight increase of profit and business transactions. Rates of interest during the year at the Bank of Bavaria, and at private bankers, ranged at from two and a half to four per cent., the lower being for the best bills of exchange; discount on ordinary commercial paper not exceeding four per cent.

In exports from Bavaria to the United States it is to be noticed that art productions in paintings and statuary have increased about fifty per cent.; school and religious books one hundred per cent.; musical instru-

ments twenty-five per cent. Some direct exportation of calfskins, which Munich has received the Paris first premium, has been made within the year. The exports of cloth and other woollens, and also of corsets heretofore largely exported to New York, have altogether ceased. *Fabrics* glass and porcelain have fallen off about one-half.

During the year the political condition of Bavaria appears to have become a little more assured through its military union with the other South German States of Baden and Württemberg. By this union the government here, being less isolated in position, seems somewhat relieved from the apprehension of being forced into close relations with Prussia.

The approachment, however, between Bavaria and of North Germany is not at all retarded by this measure, but continues to increase steadily. As an instance of this may be cited the measure lately introduced into the Zollverein parliament by Bavarian members, to the effect that the competency of the parliament may be extended to the appointing of consuls for the Southern as well as for the North German States. It may be observed that the military union of the southern States exists only by consent of Prussia, and that it has for its sole purpose the mutual charge of the fortresses in South Germany, over which, as before, Prussia retains the absolute command. A discussion upon this subject also took place in the Bavarian parliament during last session, in which the abolition of the diplomatic representatives abroad, as well as of consuls, was strongly urged by the opposition, and was only withdrawn by the threat of dissolution on the part of the government.

#### RAILWAYS.

The total of railway lines in Bavaria proper amounts to one thousand four hundred and eighty-nine and three-fourths miles, of which one thousand and eighty-four and three-fourths miles are owned and worked by the government, the remaining four hundred and five miles belonging to the Eastern Railway Company. In the Palatinate, or Rhenish Bavaria, are also one hundred and sixty-nine miles constructed, to wit: Louis railway one hundred and sixteen and one-half miles, Maximilian railway forty-two miles, and Neustadt-Durkheim railway ten and one-half miles, on which government guarantees an interest of four per cent.

Of the one thousand and eighty-four and three-fourths miles held by government, eight hundred and seventy-three and one-fourth have been constructed by government, and two hundred and eleven and one-half by a private company, and sold to the government on terms of payment extending over fifty years. The total cost of this one thousand and eighty-four and three-fourths miles amounts to 173,560,120 florins, or about \$72,000,000. The receipts per mile for the last year of published accounts amount to 16,230 florins, and working expenses 8,424 florins, or over fifty per cent.; net profit of 4.88 per cent. on amount of construction. The receipts for the last year of published accounts in the Eastern Railway Company line, (the main line runs from Munich, by way of Landshut, Geiselhoering, Regensburg, and Weiden, to Nuremberg, has a branch from Geiselhoering, by way of Strauburg, to Passau, and a branch from Weiden to the Bohemian frontier,) after deduction of reserve fund, pension fund, and annual payment to the government of 200,000 florins subsidy for privilege of construction, show a total of 6,990,825 florins; working expenses, 2,716,765 florins; receipts per mile, 17,362 florins; working expenses, 6,708 florins; total cost of construction, 58,161,120 florins, or about \$24,000,000. Net profit, six and a half per cent.

Palatinate or Rhenish Bavaria lines are held by three companies. The

Onis line (running from Ludwigshafen to Nennkirchen, with branches from Ludwigshafen to Mainz, from Schifferstadt to Germersheim, from Pomburg to St. Ingbert) pays eight per cent. on cost of construction.

The Maximilian line (running from Neustadt by way of Winden to Weissenberg, with a branch from Winden to Karlsruhe) pays five and one-ninth per cent; and the Durkheim line, running from Neustadt to Durkheim, absorbs all the receipts in working expenses.

It will be observed that the cost of working the government railways much exceeds that under private management. Upon a discussion of the subject before the parliament, to which the accounts are yearly submitted, it was alleged, on the part of the railway direction, that this increased cost of working was owing principally or solely to the use of turf as fuel on the government lines, to the use of which the direction had been restricted by government. A resolution was thereupon introduced by the lower house empowering the directors of the railway to use their own discretion in the matter of fuel, but this resolution was rejected in the chamber of peers, upon the alleged ground that much money had been expended for the production and preparation of turf for the railway use, and interests thus acquired would be sacrificed if turf was not used. The cause of rejection of this resolution is, however, generally asserted to be that the turf is supplied from the estate of some of the peers.

The Palatine railways become the property of the government at the expiration of ninety-nine years.

#### TELEGRAPHS.

Up to the end of the preceding year there were in operation 414 German miles of telegraph lines, or about 2,000 English miles, all constructed and owned by government. Total cost up to present date, 843,207 florins, on which seven per cent. net has been the average return. In the amended government budget of 1868 and 1869 the gross return is estimated in advance at 364,300 florins; working charges, 294,473 florins; net revenue, 70,827, or over eleven per cent. This is based upon the anticipation that the reduction of charges to one uniform rate of 28 kreutzers for messages of twenty words will increase the receipts. A project is under consideration by the government to substitute iron for wooden poles all through the kingdom, at a cost of £150,000.

#### CENSUS AND EMIGRATION.

According to the official returns of the triennial census, the population of Bavaria at the end of 1867 amounted to 4,824,421 souls. During the three years embraced within the census the excess of births over deaths amounted to 103,731 souls, while the increase to the resident population only amounted to 16,981 souls. The difference of 86,750 is thus made up: 32,925 ceded to Prussia with a portion of Bavaria, by treaty after the war, 14,320 permitted emigration to the United States, and 39,505 who have left the country without official knowledge or permission, classed in the census tables as an excess of the moving of the population unaccounted for, (*Uberschup der Berreugung der Beroel-rung.*) Of this 39,505 of actual emigration from Bavaria it is certainly not overestimating to assume that seven-eighths have emigrated to the United States, which, added to the known or official emigration, will give an accession to our population from Bavaria of about 50,000 souls during the three years under review. The total increase to the population of Bavaria for the last thirty-three years, by births over deaths, amounts to 923,061; total of excess of emigration over immigration



during this period, 345,418; the net gain to the resident population being 577,643 souls.

It is worthy of remark that the Palatinate or Rhenish Bavaria, which contains a population of about one-eighth of the whole kingdom, and is the smallest in territory of the eight provinces into which Bavaria is divided, has contributed 171,355 to this emigration of 345,418, or nearly one-half; the increase to the resident population there at the same time being little less than that of the other provinces. In laws and customs this province differs widely from Bavaria proper. The Napoleonic code which prevailed at the time of its cession to the crown of Bavaria, in 1815, yet continues in force under a local administration, and there exists perfect freedom of trade and marriage. In the fertility of the soil as well as the salubrity and mildness of the climate, Rhenish Bavaria is much superior to Bavaria proper. The harvest of grain crops, averaged from the returns of three years, give a yield of 3.16 in proportion to 2.01 from the average of the entire kingdom. In hay and grass crops the comparative yield is still greater, being in the proportion of 26.6 to 15.03.

Owing to these natural advantages of soil and climate, as well as to its political and social condition, the Palatinate or Rhenish Bavaria is much more intelligent, progressive, and industrious than the kingdom proper. The population is also much more dense, being 5,806 in the square German mile to 3,455 for the remaining provinces.

HARVEST.

The estimate returns of the harvest for the year 1868 are not yet made up by the royal agricultural verein. By special inquiry made throughout the kingdom I learn that the yield or value on the whole was quite equal to the average of the preceding twelve years, though rather below that for the year 1867. Barley and oats are reported as inferior in quantity; wheat and rye rather better than in the preceding harvest. Potato crop of good quality and abundant. Green crops below the average. Fruit abundant. The yield of wine abundant and excellent in quality. Tobacco a good crop.

Comparative prices of grain during 1867 and 1868.

Kind of grain.	1867.	1868.
	Florins.	Florins.
Wheat.....per schaeffel..	23 33	20 00
Rye.....do.....	16 24	14 30
Barley.....do.....	15 04	15 45
Oats.....do.....	7 34	8 19

A schaeffel of wheat weighs about 318 Bavarian pounds; a schaeffel of rye about 270 Bavarian pounds; a schaeffel of barley about 200 Bavarian pounds; a schaeffel of oats about 155 Bavarian pounds; 100 Bavarian pounds equal to 108.30 English pounds, or 112 pounds Zollverein weight.

Hops are of a good quality and above an average yield, though much below the harvest of 1867. This is a very important item in the Bavarian harvest, and contributes materially to the exports. Nuremburg, in the province of Middle Franconia, is the principal European market for buyers on English and American account, as the surplus there over local wants much exceeds that in any other part of Europe; the gross yield of Bavaria being, including the estimate of last year's crop, about one-half of that of all the rest of Europe.

The returns of hop harvest for 1866 were 70,000 hundred-weight; for 1867, 260,000 hundred-weight. The estimated returns of hop harvest for 1868 are 170,000 hundred-weight. Average of preceding ten years 128,000 hundred-weight. The crop of 1867 not only exceeded by over 100 per cent. the average of the preceding ten years, but even went beyond the estimate of what was supposed could possibly be produced on such a quantity of land, there having been no increase over the amount laid down in hops for 1867 over that in the preceding years.

MINES AND SALT-WORKS.

Of those held by government, according to government estimate, the gross product is:

	Florins.
Salt-works .....	1, 334, 586
Expense of administration and working .....	1, 294, 586
Net yield .....	40, 000
Mines, according to government estimates, in Bavaria proper, gross yield.	943, 650
Rhenish Bavaria, gross yield .....	807, 200
Total .....	1, 750, 850
Expenses of administration and working in Bavaria proper .....	903, 650
Rhenish Bavaria .....	507, 200
	1, 410, 850
Net yield .....	340, 000

In addition to the mines held by government, there are employed in private enterprises 8,263 men; gross value of proceeds 11,521,865 florins, exclusive of coal mines, of which the yearly yield is estimated at seven million centner, one centner being equal to 108.30 pounds English; value, 1,600,000 florins; number of men employed, 2,710.

The net income of salt in this schedule of 40,000 florins contrasts very unfavorably with the former receipts of over three millions. As in the published returns of the Zollverein customs contributions to Bavaria the item of revenue from salt is not given separately, it is not possible to state in figures the loss on this head to the treasury. It must be assumed, however, that Bavaria does not receive back more than eighteen twenty-fifths of the amount contributed by her under this head, as she receives only in proportion of tax on eighteen pounds consumption, while contributing in the proportion of twenty-five pounds (consumption.)

MINING IN THE ZOLLVEREIN.

According to the report of the central bureau of the Zollverein for 1866 the number of mines worked, the number of men employed, the amount of ore produced, and the value of the ore, were as follows:

Kind of mines.	Number of mines.	Men employed.	Cwt. of produce.	Value in thalers.
Iron .....	664	110, 040	432, 500, 000	42, 500, 000
Iron coal .....	891	2, 126	130, 500, 000	6, 250, 000
Lead .....	2, 196	25, 216	60, 000, 000	5, 714, 000
Gold and silver .....	198	10, 212	649, 000	301, 400
Mercury .....	183	15, 605	3, 500, 000	4, 750, 000
Other .....	79	5, 648	3, 250, 000	1, 333, 333
.....	69	13, 319	7, 000, 000	2, 500, 000
.....	256	1, 817	843, 000	508, 000
.....	33	572	1, 165, 000	325, 000

Cobalt, tin, alum, antimony, graphite, asphalt, and flint had a subordinate position. Of all the above, Prussia produced five-sixths, of which the lately acquired provinces produced one-fifteenth. Among the German States Saxony has the first place.

#### BEET-ROOT SUGAR.

As the subject of the manufacture of sugar from beet root appears to be exciting considerable attention at present in the United States, I give here a short summary of the present condition of this branch of industry in Bavaria and the Zollverein States generally. The summary is condensed from a report kindly furnished to me by Mr. Fenton, British Majesty's secretary of legation here, and prepared by him from various sources, and in particular from an elaborate statistical work founded on official returns, which has recently been published by Biewengroeber, a chief functionary in the central office of the administration of the Zollverein.

The discovery that sugar could be produced from beet root is claimed to have been made in 1747 by a chemist of Berlin named Marggraf, but the discovery led then to no practical result. The project was again taken up in 1796 by a person named Achard, also in Berlin, who, after much experimenting, set up a small manufactory in Kuncen, Silesia in 1804. This was followed by another manufactory in Silesia, by Beck Koppy, and another near Magdeburg, by a person named Nothmann. All these establishments proved unsuccessful and were given up.

Experiments commenced to be made about this time in France, and in 1812 the manufacture was fairly established in that country. Assisted by chemical discoveries, improvements in machinery, and in the mode of manufacturing the raw material, this industry increased rapidly in France. In the year 1828 the production of beet-root sugar had increased to 5,000 kilograms; in the year 1835 to 32,974,200 kilograms; and in the year 1836 to 49,000,000 kilograms. A kilogram is equal to two pounds troy and one-fourth ounces avoirdupois.

These satisfactory results led to the resumption of the manufacture in Prussia, and in other parts of Germany. Already, in 1836, seven manufactories were in operation in Prussia, and forty-four additions were in course of construction. In the other States of the German Customs Union four manufactories were already at work and twenty-two were being built. In the course of the next three years the manufacture increased to a very great extent, as shown by the following return, given by Professor Dietrich in his statistical tables relative to commerce, consumption, &c., in the States of the Zollverein:

In 1836-'37 there were one hundred and twenty-two manufactories at work, which produced 25,346 Zollverein hundred-weight of raw sugar. Of these, ninety manufactories were in Prussia, which produced 19,000 hundred-weight.

In 1837-'38 there were one hundred and fifty-six manufactories at work, which produced 138,197 Zollverein hundred-weight of raw sugar. Of these, one hundred and two manufactories were in Prussia, which produced 117,380 hundred-weight.

In 1838-'39 there were one hundred and fifty-nine manufactories at work, which produced 145,210 Zollverein hundred-weight of raw sugar. Of these, one hundred and five manufactories were in Prussia, which produced 122,268 hundred-weight.

In the year 1840 a duty was imposed first by Prussia only, and afterwards by the other States, the object was rather to ascertain the extent of the manufacture than to protect it.

aise revenue, it was fixed at the low rate of one-fourth of a silver gro-  
chen (a silver groschen is about two and two-fifths cents) on each Zoll-  
erein hundred-weight of beet root used. In the year 1841 an agreement  
as entered into between all the Zollverein States that uniform duty of half  
silver groschen should be levied on each Zollverein hundred-weight of  
et root employed in manufacture, each State to collect the duty in its  
rn domain and for its own benefit, until 1844, when it should be col-  
cted and dealt with in the same manner as the other Zollvereins. By  
ibsequent agreement among the Zollverein States, on the 1st Septem-  
r, 1844, the duty was raised to one and a half groschen; on the 1st  
eptember, 1850, to three groschen; on the 1st September, 1853, to six  
roschen; and finally, on the 1st September, 1858, to seven and a half  
roschen on each Zollverein hundred-weight of the raw beet, at which  
te it yet (October, 1868,) continues.

In the year 1861 a drawback to be allowed on the exportation of beet-  
ot sugar was agreed to by the Zollverein States, and fixed at the rate  
two Prussian thalers twenty-two and a half groschen per Zollverein  
mdred-weight on raw or moist sugar, and three thalers ten groschen  
leaf (or powdered) and candy sugar, to be allowed when exported in  
t less quantities than thirty Zollverein hundred-weight of raw sugar  
id ten Zollverein hundred-weight of refined. In September, 1866, this  
awback was raised respectively to two thalers twenty-six groschen and  
ree thalers fifteen groschen. From the published table for the years  
41 to 1865 (I omit intermediate years) it appears that there were in  
peration in Prussia and the minor provinces of Anhalt, Saxe-Weimar,  
lstedt, Odisleben, and Schwarzburg-Rudolstadt, connected with it  
he following manufactories :

	No. of manu- factories.	Beet root con- sumed.	Estim'te of raw sugar manu- factured.
		Zoll. crt.	Zoll. crt.
1841 in Prussia.....	102	3, 600, 272	180, 014
1841 in all Germany.....	145	4, 829, 734	241, 487
1865 in Prussia.....	234	35, 823, 805	2, 865, 904
1865 in all Germany.....	270	41, 641, 221	3, 331, 297

This shows an increase between the two periods, in the consumption in  
russia, of near five hundred per cent. in the raw material, and of near  
elve hundred per cent. in the produce of sugar in the other German  
ates—an increase of near four hundred and seventy-five per cent. in  
e raw material, and of a little over seven hundred and fifty per cent.  
the produce of sugar. There is reason to believe, however, that the  
stimate here given for 1865 is below the real rate of production, and that  
equantity of raw sugar yielded was much greater than this return, which  
estimated at one to twelve and a half, or eight per cent. of the raw  
aterial. At the present time the average yield over all the Zollverein  
considered to be very nearly one Zollverein hundred-weight for ten  
llverein hundred-weight of beets. I extract from the last tables pub-  
hed on this subject a precise return for the years 1864-'65 of the extent  
the manufactures in each of the several Zollverein States in which it  
s been introduced.

States.	No. of manu- factories.	Beet root used.	Raw sugar man- ufactured.
		<i>Zoll. cent.</i>	<i>Zoll. cent.</i>
Prussia.....	234	35, 823, 805	2, 865, 904
Bavaria.....	6	363, 071	29, 046
Saxony.....	1	84, 401	6, 732
Hanover.....	1	126, 020	10, 081
Wurtemberg.....	6	1, 104, 423	88, 354
Baden.....	1	1, 085, 371	86, 830
Hesse-Cassel.....	1	29, 376	2, 350
Thuringian States.....	2	211, 056	16, 884
Brunswick.....	18	2, 813, 698	225, 086
Total.....	270	41, 641, 221	3, 331, 297

Of these, there were in the Prussian province of Saxony (Magdeburg) one hundred and thirty-one manufactories, consuming 20,735,918 Zollverein hundred-weight of beets, or about one-half of the entire quantity used throughout the whole Union.

In Bavaria the manufacture remained stationary from 1862 to 1865, owing to the obstinate adhesion of the peasant proprietors (a very numerous class) to their routine crops, and to the supposed superior adaptation of the soil to the growth of wheat and other grains. With a view of encouraging cultivation, however, the agricultural society has been lately offering prizes to the growers of the root, and a special reduction has been made in the tariff of charges for the conveyance of beet root on all railways. It is also stated that the only two beet-root sugar factories in Bavaria proper, which are situated near the valley of the Danube, have agreed to purchase at a fixed price as much beet root as can be delivered, and to return free of charge for carriage to each grower the residuum of beet root after manufacture, such being an excellent article of food for cattle. These encouragements appear to have produced some effects, for while, according to the foregoing return for 1864-'65, the six factories then at work consumed only 363,171 Zollverein hundred-weight of beets; four factories, two having ceased operations according to official returns, are stated to have consumed 548,030 Zollverein hundred-weight during the twelve months ending August 31, 1867. This quantity would represent at the rate of eight Zollverein hundred-weight of raw sugar to 100 Zollverein hundred-weight of beet root, which is, I am informed, generally assumed for all the Bavarian manufactories, a total production of 43,840 Zollverein hundred-weight of raw sugar. The entire consumption of beet root by all manufactories, two hundred and ninety-six in number, of the Zollverein States during those twelve months, 1866-'67, was, according to the official returns, 50,712,709 Zollverein hundred-weight, which, at the proportion of ten per cent., assumed as the present aggregate average of the production for the manufactories of the whole Zollverein, would give a total yield of 5,071,270 Zollverein hundred-weight of raw sugar.

Bavaria, therefore, only produced in 1866-'67 somewhat less than one hundredth part of the entire quantity of raw sugar manufactured in the Zollverein States, although her population constituted about one-seventh of the whole population of those States.

The return of the gross produce of this duty in the whole Union is given as being, in 1844, when it first commenced to be levied for the general exchequer of the Union, 194,520 Prussian thalers, and by gradual increase in 1865, 10,410,392 thalers, or in the proportion of fifty-three to



the increase within twenty years, while the amount of import duty levied on foreign sugar declined from 6,735,533 Prussian thalers in 1841 to 1,086,997 in 1864, though the import duty had in the mean time been lowered, as before noticed, about thirty per cent. During this time the relative expense of levying the excise duty with the necessary supervision of the beet-root factories decreased in the same ratio as the duty was raised and the scale of manufacture increased. Thus in 1844-'45 the cost of levying the tax was 34,177 thalers or seventeen and a half per cent. on amount of duty levied, while in 1864-'65 the cost of levying the tax was 301,131 thalers, or two and nine-tenths per cent. on the amount of tax. Thus in twenty years the expenses were reduced from seventeen and a half to two and nine-tenths per cent. on duty.

The amount paid annually by the Customs Union Exchequer for drawback on beet-root sugar manufactured in, and exported from, the States of the Union during the four years following the period at which the system of drawbacks came into force varied considerably, as will be seen from the following returns: 1861-'62, 102,809 Prussian thalers; 1862-'63, 1,617; 1863-'64, 563,627; 1864-'65, 224,810. But since the latter of these years the exportation appears to have increased enormously, as, according to the official return for the year 1866, the sum paid as drawback on beet-root sugar and treacle exported from the Zollverein during that year was no less than 2,168,968 thalers. The aggregate net amount yielded, after deduction of expenses of supervision and drawback paid for the duty on the manufacture of beet-root sugar in the Zollverein States, during the twenty-one years from 1844-'45 to 1864-'65, was 1,060,398 Prussian thalers, which sum fell to the share of the different States of the Union at the general annual division of the revenues, in the following proportions: To Prussia, 52.17 per cent.; to Luxemburg, 0.57 per cent.; to Bavaria, 13.34 per cent.; to Saxony, 6.10 per cent.; to Wurtemberg, 4.94 per cent.; to Baden, 3.89 per cent.; to Hesse Cassel, 0.05 per cent.; to Hesse Darmstadt, 2.50 per cent.; to Thuringian Duchies, 3.02 per cent.; to Oldenburg, 0.96 per cent.; to Nassau, 1.27 per cent.; to Frankfort, 0.87 per cent.

According to estimate of Professor Dietried, whose writings have already been referred to, the consumption of colonial sugar in 1839 is stated to have been 4.15 pounds per head of the Zollverein population, making an average of four years. At this time beet-root sugar had only commenced to be manufactured, and the quantity produced was still so small as not to be worth taking into consideration. From calculation based upon an elaborate subsequent return, extending the year 1840 to 1864 inclusive, of the quantity of sugar imported into or manufactured in the Zollverein States, of the quantity exported, and of that which remained for home consumption, it would appear that during that period there was a steady augmentation, almost year by year, in the quantity of sugar consumed, the average consumption per head of the population having increased from 4.69 Zollverein pounds in 1840, to 9.29 Zollverein pounds in 1864, an increase, it may be presumed, chiefly attributable to the great reduction in the price of sugar, which brought it more or less within the reach of all classes; the price of loaf sugar, which, previous to 1836, varied from twenty-eight to thirty thalers per hundred-weight, having in latter times fallen to a range of from sixteen to eighteen Prussian thalers.

Establishments for the manufacture of potato sugar exist in Prussia and Hesse Darmstadt, but potato sugar not being subject to any tax, there are no precise returns as to the extent to which it is carried on. It is believed, however, that the demand for this article is on the increase,

as it is well known to have been long employed with advantage by wine-growers of France in the preparation of their produce, and its is now being introduced in the Rhine and other wine districts of Germany.

In this summary I omit a great deal of interesting matter having reference to the condition of the beet-root sugar manufacture in the Zollverein States, and which will probably be presented in the commercial reports of the United States consuls there. Sufficient has been given in the foregoing details, from the small beginning of the manufacture to its present high condition of prosperity, to warrant the inference that the industry needs, to insure its establishment in the United States, (where all the varied conditions of climate and soil abound,) nothing more than a similar application of the necessary capital and intelligent judgment that have effected success in other commercial and industrial enterprises there.

FINANCE.

Subjoined is a summary of the budget for the ninth financial period (comprising the two years 1868 and 1869,) as finally passed by the chambers. By a law passed in 1865, the period for which each period should be voted was fixed at two years instead of six years, as formerly. The annual expenditure of the States for the previous financial period of six years—1861 to 1867—was originally voted at 46,520,529 florins; but it was increased by subsequent votes of the chambers to 52,094,464 florins. The annual sum demanded by the minister for the years 1868 and 1869 being 59,282,820 florins, consequently exceeded that voted for each of the six years previous by over 7,000,000 of florins; and this excess of expenditure the minister proposed to raise by an addition of fifty per cent. to every description of direct tax already being levied. The chambers, however, while not abating, except by a small reduction, the amount asked for by the minister, positively refused any addition to the taxes, and in lieu of other taxation merely raised the estimates of gross revenue, and diminished in some respect the cost of collection, so as to bring up the revenue nominally to the amount required for the public service. Thus the minister's estimate of the gross receipts from direct taxes were reduced from 15,277,000 florins (which included the additional fifty per cent. proposed) to 10,330,000 florins, while the estimates of gross receipts from the other more important sources of revenue were raised as follows: indirect taxes from 25,884,590 to 27,755,150 florins; state monopolies, 28,000,000 to 28,906,276 florins; state domains, 17,315,600 to 17,816,426 florins; government railways, 20,895,100 to 21,855,520 florins. On the other hand the estimated cost of collection and administration was reduced from 29,319,750 florins to 28,636,018 florins, nearly the whole of this reduction having been made upon the estimate for the administration of the government railways. The following was, consequently, the general result arrived at in fixing the estimates of revenue:

	Florins
Gross revenue.....	87, 144, 000
Cost of collection and administration.....	28, 636, 018
Net revenue.....	<u>58, 508, 000</u>

How far the chambers have been justified in anticipating such increase from the ordinary revenue for the next two years remains to be seen.

on, but the present depressed general condition does not seem favorable for such expectation. Heretofore the revenue of each financial period has yielded a large excess over the estimates, but it was under circumstances quite different from the present, with an apparently assured addition of peace and consequent industrial activity. This excess of receipt, it may be said, was sometimes anticipated in part by an expenditure over the estimates, (afterwards sanctioned by a vote of the chambers,) but a large surplus still remained under control of the government, which was created a permanent fund to meet unexpected or extraordinary demands. It was from this fund the Bavarian army was put in condition to take the field in 1866, (a measure upon the policy of which the legislature was divided in opinion,) and it may be that the chambers, in their present action, desired to bring under their future control this surplus fund, or at least to prevent its increase, and perhaps bring about its extinction, by forcing the government to provide therefrom for a possible deficit. The former budgets were so-called net budgets. The present gives estimates of gross receipts under each head of revenue, and states separately the amount to be deducted for collection or administration. It also includes as an item of revenue a sum of 1,825,000 florins to be taken from the surplus fund above referred to, whereas in former budgets this fund was never drawn upon for more than 200,000 florins.

*Budget for the ninth financial period, comprising the years 1868 and 1869,  
(estimated gross revenue for each year.)*

Amount to be taken from surplus remaining from previous financial periods.	Florins.	1,825,000
Direct taxes:		
	Florins.	
Land tax .....	6,686,300	
House tax .....	1,011,900	
Trades' tax .....	1,595,000	
Property tax .....	692,800	
Income tax .....	344,000	
	<hr/>	10,330,000
Indirect taxes:		
Registration dues, &c. ....	5,910,000	
Stamps .....	1,800,000	
Excise duties .....	9,351,150	
Customs duties .....	10,694,000	
	<hr/>	27,755,150
State domains, forests, &c. ....		17,810,800
Special taxes and duties .....		33,970
Government establishments:		
Salt works .....	1,334,586	
Mines in Bavaria proper .....	943,650	
Mines in Palatinate .....	807,200	
Railways .....	21,855,520	
Post office .....	3,450,700	
Telegraph .....	364,300	
Danube and Main canal .....	114,900	
Official Gazette .....	30,270	
Sundries .....	5,150	
	<hr/>	28,906,276
Miscellaneous receipts:		
Indemnity paid by Austria .....	102,083	
Quotum of profits realized by Eastern Railway Company .....	200,000	
Sale of stores, &c. ....	1,747	
Incidental receipts .....	7,000	
	<hr/>	310,830
Official fees levied in behalf of pension fund for widows and orphans of civil servants .....		172,580
<b>Total gross revenue .....</b>		<hr/> <b>87,144,606</b>

Deduct expenses of collection and administration, as follows :

	Florins.
Expenses of chief revenue office .....	845, 415
Expenses of collecting direct taxes .....	292, 810
Expenses of collecting indirect taxes .....	2, 253 206
Expenses of collecting special and miscellaneous taxes.....	15, 270
Expenses of collecting administration of salt works .....	1, 294, 586
Expenses of collecting mines in Bavaria proper .....	903, 650
Expenses of collecting mines in Palatinate.....	507, 200
Expenses of collecting railways.....	12, 694, 048
Expenses of collecting post office .....	2, 943, 000
Expenses of collecting telegraph .....	293, 473
Expenses of collecting Danube and Main canal.....	194, 400
Expenses of collecting Official Gazette .....	16, 370
Expenses of collecting state domains .....	6, 379, 550
Expenses of collecting widows' and orphans' fund .....	2, 580
Expenses of collecting sundries.....	460
	<hr/>
Total cost of collection.....	Fl 28, 6
Net revenue.....	<hr/> 58, 56 <hr/>

The following is a statement in detail of the amount of the public of Bavaria on the 31st of December, 1867:

	Flor
Old debt .....	68, 40
New debt.....	37, 54
Military debt.....	38, 91
	<hr/>
Total funded debt.....	144, 86
	<hr/>
Treasury notes issued in virtue of law of 1866, (paying no interest).....	15, 00
Railway debt.....	147, 57
Land charge redemption debt.....	96, 71
	<hr/>

This statement, as compared with the official return of the amount the public debt at the close of the financial year 1865-'66, shows the following augmentations, namely: In the general fund debt, 20,678 florins; in the treasury notes, 15,600,000 florins; in the railway 1,415,400 florins; while on the land charge redemption debt it shows a reduction of 975,780 florins.

*Specification of the goods as per certified invoices, forwarded through the United States consuls at Munich to the United States during the year ended September 30, 1868.*

Description.	Amount of invoices. 1866-1867.	Amount of invoices. 1867-1868.
	Florins. kr.	Florins.
Bladders, ox and calf.....	6, 255 14½	3,
Books.....	27, 403 55	62,
Cloth.....	20, 534 00	2,
Colors.....	10, 411 42	3,
Fancy glass and porcelain ware .....	6, 029 16	3,
Household goods.....		1,
Musical instruments.....	16, 159 35	21,
Church ornaments.....	601 59	2,
Gold and silver paper .....	10, 443 45	21,
Oil, porcelain, and glass paintings.....	147, 958 25	168,
Pipes, canes, &c.....	10, 793 14	37,
Photographs.....	11, 058 94	12,
Soap and perfumeries .....		
Silk flags.....		2
Statuary.....	17, 114 00	40
Sundries.....	10, 749 25	4
Corsets.....	14, 030 30	
Total.....	<hr/> 315, 457 45½ <hr/>	<hr/> 416 <hr/>

a statement showing the description, quantity, and value of the exports from the consular district to the United States during the several quarters of the year ended 30, 1868.

the goods were shipped.	Oxen and calf bladders.	Books.	Cloth.	Colors.	Fancy glassware.	Household goods.
Quarter, 1867.	Florins. kr. 858 06	Florins. kr. 14, 156 33	Florins. kr. 2, 651 57	Florins. kr. .....	Florins. kr. 1, 650 51	Florins. kr. .....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	858 06	14, 156 33	2, 651 57	.....	1, 650 51	.....
Quarter, 1868.	1, 710 08	13, 839 56	.....	1, 547 39	415 55	1, 400 00
.....	.....	.....	.....	.....	.....	.....
.....	1, 710 08	13, 839 56	.....	1, 547 39	415 55	1, 400 00
Quarter, 1868.	1, 126 40	14, 784 27	.....	.....	339 51	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	293 33	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	1, 126 40	15, 077 00	.....	.....	339 51	.....
Quarter, 1868.	.....	17, 646 55	.....	2, 001 00	175 42	.....
.....	.....	.....	.....	.....	106 12	.....
.....	.....	.....	.....	.....	481 57	.....
.....	.....	1, 995 16	.....	.....	.....	.....
.....	.....	19, 642 11	.....	2, 001 00	763 51	.....
Year.	858 06	14, 156 33	2, 651 57	.....	1, 650 51	.....
1867	1, 710 08	13, 839 56	.....	1, 547 39	415 55	1, 400 00
1868	1, 126 40	15, 077 00	.....	.....	339 51	.....
1868	.....	19, 642 01	.....	2, 001 00	763 51	.....
.....	3, 694 54	62, 715 30	2, 651 57	3, 548 39	3, 170 28	1, 400 00



NUREMBERG.—BENJAMIN LE FEVRE, Consul.

DECEMBER 31, 18

Statement showing the description and value of the exports from this p  
the United States during the quarter ended this day.

	Flori
Ultramarine .....	8,0
Toys, fancy goods, &c .....	100,6
Bronze powder, Dutch and leaf metal, and silver leaf .....	77,4
Baskets and basket-ware .....	44,1
Gloves .....	2,7
Paper .....	21,1
Woolen goods .....	2,5
Drugs .....	2,1
Looking-glasses and looking-glass plates .....	208,1
Lead and slate pencils .....	61,1
Worsted embroidery .....	6,1
Plums and wine .....	10,1
Calves leather .....	4,1
Glass buttons, beads, &c .....	17,1
Hops .....	494,1
Vermillion .....	13,1
Instruments .....	2,1
Cloths .....	37,1
Matacrometical pictures .....	3,1
Stockings and cotton hosiery .....	11,1
Lithographic stones .....	6,1
Music wares .....	8,1
Gas burners .....	3,1
Capsules and tin-foil .....	6,1
Leonic wares .....	5,1
Sundries .....	24,1
Total for quarter ended December 31, 1867 .....	1, 186,
Total for quarter ended March 31, 1868 .....	749,
Total for quarter ended June 30, 1868 .....	1, 103,
Total for quarter ended September 30, 1868 .....	1, 206,
Grand total .....	4, 246,

Statement showing the description and value of the exports from Nure  
to the United States during the year ended September 30, 1868.

	(South German cr F
Hops .....	670,
Toys, Nuremberg, and fancy goods .....	902,
Looking glasses and looking-glass plates .....	1, 258,
Bronze powder and leaf metal .....	307,
Baskets and basket ware .....	295,
Lead pencils and lead in pieces for pencils .....	200,
Glazed, pressed, colored paper, &c .....	81,
Cloths .....	255,
Musical and optical instruments and wares .....	48,
Ultramarine blue and other colors .....	89,
Pictures and prints .....	22,
Woolen goods .....	16,
Cotton goods .....	9,
Tapestry ware, fringes, &c .....	46,
Copper and Leonic-plated wire .....	10,
Gas burners .....	9,
Kid gloves, &c .....	14,
Wines, beer, &c .....	5,
Gold and silver laces and fringes .....	3,
Tin-foil and wine-bottle capsules .....	15,

	Fls.	kr.
Drugs and medicines.....	15,904	11
Fruits and other dried fruit.....	10,529	52
Lay.....	7,329	25
Books and printed matter.....	4,923	54
Plates and slate pencils.....	6,837	39
Lithographic stones, &c.....	27,281	46
Total amount for the year ended September 30, 1868.....	4,336,595	59
Total amount for the year ended September 30, 1867.....	4,168,449	22
Showing an increase in the year 1867-'68.....	168,146	37

There was a falling off, however, in the export of hops, of which there was only 670,182 florins 34 kreutzers' worth exported, whereas the exports of that article in the year 1866-'67 far exceeded one and a half millions' worth, allowances for which being made, this statement would show an increase in the exports of manufactures, &c., for the agricultural year ending September 30, 1868, of about 1,200,000 florins, South German currency.

NUREMBERG.—BENJAMIN LE FEVRE, Consul.

DECEMBER 31, 1867.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Florins. kr.
Ultramarine .....	8,039 93
Toys, fancy goods, &c .....	100,602 33
Bronze powder, Dutch and leaf metal, and silver leaf .....	77,423 90
Baskets and basket-ware .....	44,341 6
Gloves .....	2,794 38
Paper .....	21,506 26
Woolen goods .....	2,589 38
Drugs .....	2,570 8
Looking-glasses and looking-glass plates .....	202,415 94
Lead and slate pencils .....	61,318 84
Worsted embroidery .....	6,011 85
Plums and wine .....	10,765 45
Calves leather .....	4,910 30
Glass buttons, beads, &c .....	17,704 30
Hops .....	494,779 02
Vermillion .....	13,253 71
Instruments .....	2,627 38
Cloths .....	37,391 8
Matacrometical pictures .....	3,142 15
Stockings and cotton hosiery .....	11,456 49
Lithographic stones .....	6,048 78
Music wares .....	8,934 63
Gas burners .....	3,240 51
Capsules and tin-foil .....	6,315 62
Leonic wares .....	5,203 97
Sundries .....	24,786 41
Total for quarter ended December 31, 1867 .....	1,186,494 50
Total for quarter ended March 31, 1868 .....	749,740 27
Total for quarter ended June 30, 1868 .....	1,103,780 33
Total for quarter ended September 30, 1868 .....	1,206,045 11
Grand total .....	4,246,460 21

Statement showing the description and value of the exports from Nuremberg to the United States during the year ended September 30, 1868.

	(South German currency. Fls. kr.
Hops .....	670,122 34
Toys, Nuremberg, and fancy goods .....	902,010 57
Looking glasses and looking-glass plates .....	1,258,781 12
Bronze powder and leaf metal .....	307,239 22
Baskets and basket ware .....	295,072 45
Lead pencils and lead in pieces for pencils .....	200,565 1
Glazed, pressed, colored paper, &c .....	81,680 36
Cloths .....	255,329 33
Musical and optical instruments and wares .....	48,886 33
Ultramarine blue and other colors .....	89,761 41
Pictures and prints .....	22,749 4
Woolen goods .....	16,945 11
Cotton goods .....	9,004 10
Tapestry ware, fringes, &c .....	46,994 15
Copper and Leonic-plated wire .....	10,777 55
Gas burners .....	9,237 17
Kid gloves, &c .....	14,315 5
Wines, beer, &c .....	5,170 34
Gold and silver laces and fringes .....	3,074 49
Tin-foil and wine-bottle capsules .....	15,350 38

	Fls.	kr.
rugs and medicines.....	15,904	11
runes and other dried fruit.....	10,529	52
lay.....	7,329	25
ooks and printed matter.....	4,923	54
lates and slate pencils.....	6,837	39
ithographic stones, &c.....	27,281	46
<hr/>		
Total amount for the year ended September 30, 1868.....	4,336,595	59
Total amount for the year ended September 30, 1867.....	4,168,449	22
<hr/>		
Showing an increase in the year 1867-'68.....	168,146	37
<hr/>		

There was a falling off, however, in the export of hops, of which there was only 670,182 florins 34 kreutzers' worth exported, whereas the exports of that article in the year 1866-'67 far exceeded one and a half millions' worth, allowances for which being made, this statement would show an increase in the exports of manufactures, &c., for the agricultural year ending September 30, 1868, of about 1,200,000 florins, South German currency.

# WURTEMBERG

STUTTGART.—E. KLAUPRECHT, *Consul*.

DECEMBER 31, 1867

*Statement showing the description and value of the exports from this consular district to the United States during the quarter ended this date*

	Fl
Corsets .....	237,
Wines and liquors .....	17,
Drugs .....	12,
Woolen goods .....	.....
Linen goods .....	.....
Cotton goods .....	3,
Mixed goods .....	.....
Books and newspapers .....	6,
Leather .....	22,
Dried fruit .....	26,
Jewelry .....	4,
Metal ware .....	1,
Lithographic articles .....	1,
Confectionery .....	.....
Color and dyes .....	9,
Hops .....	13,
Sundries .....	16,
Total for quarter ended December 31, 1867 .....	424,
Total for quarter ended March 31, 1868 .....	549,
Total for quarter ended June 30, 1868 .....	562,
Total for quarter ended September 30, 1868 .....	708,
Grand total .....	2,243,

The year 1867, recorded in the annals of this kingdom both as a year of general stagnation of commerce and industry and as the period of large deficiency in the grain crop, has spread its sinister shadow over this year. To merchants, manufacturers, and tradesmen it was unsatisfactory; all efforts had to be concentrated to save what was possible while the spirit of enterprise relaxed to a mere conservative act of renouncing gains and being consoled on having avoided losses. The unhappy state of affairs was mainly due to the general opinion that the vitality of the North German Confederacy, and with it the reconstruction on the basis of unity, would have to be tested by the ordeal of war with France. There is no other feeling of hope even now, after the momentous events in Spain, but that this decisive conflict has been for some time postponed.

Happily this year's harvest ranks among the richest of the country. The yield of the wheat crop exceeds that of last year by nearly one-third, and its quality by one-third. While last year this district was compelled to import from Hungary one million centners of wheat amounting to eight millions of florins in value, there will be a large surplus on hand over the demand of this year.

Hungarian wheat, which in November of last year sold here at



instwelve kreutzers, is now dull at six, and prime flour at ten florins centner. The grain of that country has become a great rival to the product of this state. Hungary has demonstrated by its last year the immense fertility of its soil, having exported from its two plains, Transylvania and Banat, alone, within the period from August, 1867, to May, 1868 52,000 centners of wheat. The increase of that enormous production, combined with the extension of the Austrian railroad system and low rates of freight, (forty cents per centner from Buda Pest to Stuttgart,) will continue Hungarian wheat as a powerful competitor to native grain in the Wurtemberg markets. The value of an acre of good wheat land in this state is one thousand florins, while in Hungary large tracts of the same quality of land may be had at ten florins, with one-half of the wages of field labor here. Next June fourteen flour mills, with 5,104 horse-power, will be in operation in Buda Pest alone, producing annually fourteen million centners of grain.

Spelt, rye, barley, and oats were also successfully grown this season. The rates of sale are: grained spelt, six florins; raw spelt, four florins; four florins fifty three kreutzers; barley, five florins thirty-four kreutzers per centner. There were sold last year, at sixty-six grain markets of the kingdom, 2,225,839 centner, at a value of 14,009,915 florins. At the grain exchange at Stuttgart, however, transactions have been lively to this day, speculators and consumers waiting for retrograde movements of prices, orders from France and England having not yet arrived.

The potato crop also was large and the quality excellent. Sales are from three to three florins twelve kreutzers per bag.

The harvest of sugar beet will be about one-fourth larger than last year. Prices are from twenty-eight to thirty kreutzers per centner. The manufacture of beet sugar did not prove remunerative last season. The overproduction of the article, together with the unfavorable state of European monetary affairs, caused a reaction in prices to a lower rate than ever before heard of. Many sales did not bring the cost of manufacture. Orders from France and England to the amount of one million centners resulted in a still greater reduction of prices. Sales are, for prime, twenty and a half florins; for second, twenty and a half florins per centner. Last year the six factories of Wurtemberg consumed 1,636,097 centners of beet root.

Plum fruit yielded abundantly this season; prunes, particularly, produced enormous quantities. Dried prunes, which last year sold for eighteen florins per centner, are now offered at seven florins; dried pears at ten florins. Large quantities of this article are now exported to the United States. Apples sell at three florins per simri.

Grape, the first staple product of the state, produced an enormous crop. Quantities and value, compared with the two preceding years: 1866, 74,240 eimer, average price 56.12 florins; 1867, 183,349 eimer, average price 33.15 florins; 1868, 440,000 eimer, average price 42 florins. Value in 1866, 4,133,123 florins; value in 1867, 6,085,826 florins; value in 1868, 18,480,000 florins.

Abundant rains in September and October increased quantities beyond all expectation, exceeding the rich vintage of 1858, and coming nearly to that of 1835, which in quantity has never been equaled. Evidently the quality did not improve by this blessing of plentiful rain, and does not compare with that of 1865. Taking the annual income from wine as a basis, amounting to 900,000 florins, the annual consumption of wine in this kingdom reaches nine millions of florins; of brandy, one million. The consumption of beer, however, is still

larger. Taking the government tax on malt of two florins per eimer as a basis, amounting to two millions, that consumption reaches twenty-five millions. Wurtemberg, with its 1,860,000 inhabitants, spends, therefore, thirty-five millions of florins annually for spirituous liquors. Excepting the children and farmers, who only use cider, and making some allowance to the women, we may calculate seventy-five florins annually per capita for that consumption.

Hop raising occupies 15,000 acres. The yield amounts to eight centner per morgen. The season commenced with sales at one hundred to one hundred and ten florins per centner, large quantities being purchased by exporters in Nuremberg. More than one thousand centner were shipped on direct orders from London. During the year, however, a formidable reaction occurred. Prices declined to forty florins thirty kreutzer, and now, with the rich harvest of 1868 on hand, hops sell at Nuremberg lower than ever before—at fourteen florins thirty kreutzer, middle qualities—destroying many illusions of speculators and younger producers. The average price of the last decade was eighty florins. To the rapid increase of hop growing on the continent, and the consequent over-production of the article, must be attributed this sudden reaction of prices.

The continent of Europe raises about 950,000 centner, while its demand is limited to 50,000. The remainder of 450,000 centner has to seek a foreign market. It may be added that the hops of Wurtemberg are of the best quality, commanding the highest prices at Nuremberg.

*Tobacco.*—The culture of tobacco continues decreasing, and, under the burden of the new Zollverein duties, will probably entirely cease. The quantity grown this season amounts to 600 centner, while in former years it reached 2,800 centner. In consequence of the report that the tobacco tax would be considerably raised by the Zollverein Parliament, the tobacco trade was very active last fall. The state governments had proposed an increase of the internal revenue tax to twelve thalers per morgen, and of the tariff to four thalers per centner; but the Parliament approved only six thalers per morgen, and left the existing tariff of four thalers undisturbed. That tax will reduce tobacco growing, in Southern Germany, to the proper soil.

Of chiccory, 1,410 morgen have been planted, with doubtful result. The crop of 1867 was about fifty to sixty per cent. of an average, owing to the ravages of the field worms.

About 6,000 head of cattle and 3,000 sheep are exported annually to France, Switzerland, and Belgium; the latter country offering a new market, caused by the devastations of the cattle plague. Sales of from fourteen to sixteen florins per centner, living weight, for fattened oxen. Of sheep, 77,022 were sold at the leading markets of Heilbron, Eilenberg, and Heidenheim, at a price of 290,180 florins. Sales at the horse-market at Stuttgart were very successful, 2,127 horses being sold at an average price of 392 florins. Beef sells at sixteen to eighteen kreutzers, (ten and a half to twelve cents;) pork from fifteen to nineteen kreutzers; veal from fourteen to seventeen kreutzers.

The demand for American lard has increased; prices are from twenty-eight to thirty kreutzers; bacon from twenty-six to twenty-eight kreutzers; American tallow also found very ready sales.

From the time of the Luxemburg question, the cotton industry slackened, the amount of its manufacture decreasing from fifteen to twenty per cent. Even the great cotton calamity during our civil war did not burden that branch of business with such a dead weight as this continuous fear from the specter of war, connected with constant fluctuations

in article and the increasing British competition. At the Leipzig fair raw and printed calicoes sold at prices the possibility of which was never thought of before. Few articles, as *surpiques*, *façonnés*, colored kerchiefs, remained in good demand. The large factories were the greater sufferers, the small professional weavers finding their employment during summer as field laborers, or at the building of houses in Alsace, or Switzerland. Equally unsuccessful was the manufacture of corsets, the exports to the United States, to the amount of 684.32 florins, exhibiting a decrease of 189,662.23 florins against the amount of the preceding year. Large firms in Stuttgart, Goeppinck and Cannstatt continued their regular exports, saving, by the employment of branch firms at New York, ten per cent. commission, which their smaller competitors are subjected to. The linen industry had no better success. Owing to the unfavorable season and the late flax crop, spinning establishments had to provide themselves with the raw material at high prices. The decline in cotton influences was unfavorable, so that sales could not be realized at the low prices.

Wool weaving was equally unprofitable. Many looms had to stop work. The manufacture in general appears declining. The number of hands employed in the trade in 1850 was double that of last year.

Wool produces annually between 17,000 and 18,000 centner while the demands of manufacturers amount to 45,000 or 50,000

Traders and manufacturers consider the past two years as the most unfavorable, the increase of our tariff and the enormous competition of wool raising in transatlantic countries being main causes. Export of woollen goods to the United States entirely ceased; only at Calw exported some small amount of hosiery. At the leading wool store in Heidenheim sales in woollen quilts, flannels, &c., appears to have been more lively. At the five wool markets of the kingdom (in 1867) 807 centner sold at 2,535,074 florins. Average prices compare this year's sales as follows:

Kinds.	PRICE.	
	1867.	1868.
	Florins.	Florins.
Wool .....per centner..	104	68
Wool .....do.....	128	77½
Wool .....do.....	134	95
Wool .....do.....	120	70

Net proceeds of this year's wool market at Stuttgart (August 21) amounted to 46,429 florins against 90,048 florins of last year.

At the cloth fair at Stuttgart in 1867, 12,627 bales of cloth were sold at 10 florins. This year only 11,936 bales could be disposed of. Prices were so depressed that many manufacturers had to return goods to their warehouses.

Leather were sold at the six leather fairs of Heilbron 8,068 centner of leather, yielding a sum of 756,610 florins. Sole leather sold at seven-three to thirty-six kreutzers per pound; calf leather at one hundred thirty kreutzers to four florins two kreutzers; vache at forty-four kreutzers; prime harness at one florin six and twelve-hundredths kreutzers; goat's leather, forty-nine kreutzers to one florin. At Reuthingen, and Bocknang, leather fairs were also animated beyond expectation. A factory of artificial pumice stones at Bietigheim commenced

shipments to the United States. Large quantities are also exported to France, Russia, and Austria.

In chemicals, colors, and dyestuffs business generally was dull, though the export of vermilion and aniline colors to the United States had considerably increased. Liebig's American meat extract was introduced by a Stuttgart firm. The home demand grew to such an extent that the company resolved to raise their daily manufacture from January, 1868, to the enormous figure of 2,000 pounds.

The exports of jewelry and manufactures of gold fall short of last year's amount. Factories at Stuttgart, Ozmund, and Heilbron partake of the disfavor of the times.

Antwerp, the port furnishing the largest quantities of petroleum for Southern Germany, had imported last year 315,745 barrels rectified and 23,404 barrels raw petroleum. Agents estimate the consumption in Wurtemberg to 20,000 barrels. Of these, 11,937 centner passed the custom-house at Heilbron. The tariff of half a thaler per centner, proposed by the government, at the Zollverein Parliament, was rejected in May by one hundred and ninety to ninety-nine votes.

There were forwarded last year, on the railroads of the state, 5,816,764 persons, (receipts 3,190,165 florins,) and 20,122,933 centner of freight, (receipts 5,707,264 florins.) The state owns 164 locomotives: 337 traveling cars, with 20,968 seats; 2,232 freight cars, carrying 402,420 centner; 50 baggage cars; 27 mail cars. The revenues of last year amounted to 8,017,280 florins 2 kreutzers. The expenditures amounted to 3,974,034 florins 47 kreutzers. The capital invested (84,960,486 florins) produced 4.76 per cent. interest against five per cent. in 1865-'66. A new road has been opened to Ditzingen, to be continued through the Black Forest by way of Leonberg.

Steam navigation on the Neckar commenced on the 15th of April and terminated on the 30th September. There were forwarded to and from Heidelberg and intermediate ports 21,113 persons and 5,889 centner of freight.

The arrivals by land at the chief custom-house at Heilbron were 27,629 centner; the departures, 28,925 centner. The arrivals from the Lower Neckar and Rhine, 1,166,703 centner; the departures, 539,820 centner, and about two and a half million pieces of lumber.

The custom-house revenues at Heilbron during 1867 were as follows: Import duties, 416,303 florins; rear duties, 19 florins; sugar-beet duties, 276,899 florins; transit duties, 21,574 florins; weighing fee, storage, and other revenues, 3,663 florins—total amount, 718,458 florins, showing a decrease of 15,150 florins against the revenue of 1866.

The following is a list, with the quantity in centner, of the goods entered at Heilbron during the year 1868:

Guano, 11; rags and other paper material, 4,868; lead, silver, gold, and litharge, red lead, 5,480; manufactures of lead and white lead, sugar of natron, 1,315; alum, 5,005; dyewoods, 6,200; mineral water, 2,374; saltpeter, 1,378; sulphur, 20,526; catechu, 2,576; soda, 7,460; sundry medical products, 8,557; iron, pig, 3,400; iron, plate, 27,510; iron, manufactured, 6,317; iron stoves, &c., 9,811; steel plate, 4,520; metal ore, 22,473; oil seed, 5,217; clover seed, 198; sugar beet and green fruit, 27,081; glassware, 653; soap, 1,114; tar, 1,184; earthenware, 555; zinc, 1,182; firewood, 95,902; staves, 445; machinery, 51; beer, 415; brandy and rum, 16,449; wine and cider, 3,101; currants, raisins, and lemons, 1,435; spices, 1,124; herrings, 1,611; honey, 656; coffee, 53,997; cheese, 294; dried fish, 402; starch, arrowroot, and sage, 844; pearl barley, &c., 1,287; rice, 8,423; salt, 36,016; raw tobacco, 1,418; manu-

ctured tobacco, 462; manufactured sugar, 32,753; rape-seed oil, 227; mdry oil, 3,124; sperm oil, 2,509; tallow, 11,225; paper and paste-ard, 4,480; coals, 667,306; resin, 2,029; petroleum, 11,917.

The following is a list, with the quantities in centner, of goods cleared om Heilbron during 1868:

Chemical offal, 8,293; ashes, manure, 76,117; rags, 1,323; white lead, 30; lead sugar, 695; wheat, 42,122; rye, 762; barley, malt, 75,757; potatoes, hay and straw, 183; wood, staves, 3,392; glass, 339; barrels, asks, &c., 257; beer, 411; brandy, 16,066; vinegar, 8,806; stones, 548; dyewoods, 830; bone coal, 3,566; potash, 531; Glauber salt, 7,902; gypsum lime, 24,178; oats, 173,176; leguminous plants, 1,024; il seed, 27,541; wine, 348; coffee, 7,856; chiccory, 743; molasses, 125; oil, 3,888; rape-seed cakes, 19,437; paper, 2,328; raw wool, 761.

In the navigation of the Danube, the shipments were so few that for ome time the regular boats stopped their travels entirely. The basis of eight from Ulm to Vienna consists of Voralberg cheese and millstones, nd other goods from France. To complete cargoes, lithographic stones rom Soluhossen are taken.

In the steam navigation of the Lake of Constance, there were for-arded from Friedrichshassen, the only port of Wurtemberg, 105,802 ersons, 7,082 head of cattle and horses, and 913,976 centner of eight; among the latter, 88,908 centner of dry goods, and 89,041 entner of fruit.

	Florins.	kr.
Revenue .....	162,957	32
Expenditures .....	127,718	29
Net revenue .....	35,239	03

Small quantities of lumber and bricks are shipped annually by sailing ssels. There are eighty-seven vessels navigating Lake Constance, nong which are twenty-one steamers, with 961 horse-power, carrying 200 Zollverein centner. Of these Wurtemberg owns but four steam- s and seventeen sailing vessels. The remainder are owned by Austria, avaria, Baden, and Switzerland. Lindau, the Bavarian port, has the rgest trade, the arrivals and departures amounting last year to 4,100,000 ntner of freight.

Emigration commenced in March, but agents were disappointed, their mmer business being very dull. In September it commenced to revive, nigrants, as usual, filling the steamers at Bremen and Hamburg. lthough the journey by way of Havre is cheaper by twenty or thirty rins, Wurtembergers continue to prefer the former route. The Staat- nzeiger records 2,157 emigrations, chiefly from the rural districts. e general presumption prevailing last year, that the new Prussian ilitary law would drive the best strength from the country, does not em to gain confirmation. From the country of Rentlenger, for instance, ere were among one hundred and ten emigrants sixty-six single men, and onong these only twelve liable to military duty next year; while last ar there were, among one hundred and thirty-two emigrants from the me country, seventy-seven single men, and among these twenty-six ble to the same duty.

I enclose a comparative table of exports during the years 1867 and 68, exhibiting a falling off to the amount of 298,475 florins 9 kreutzers the sum total of this year's trade, compared with that of the preced- g year, two articles of export only—dried fruit and colors—showing ne increase, while the decrease compared with the exports of 1866 is



still larger, amounting to 958,163 florins 47 kreutzers. There is large increase (1,455,155 florins 41 kreutzers) compared with the 1865.

Comparative statement showing the description and value of exports from Wurtemberg United States during the years ended September 30, 1867, and September 30, 1868.

Description.	VALUE	
	1867.	1868
	Florins. kr.	Florins
Corsets .....	1, 890, 346 55	1, 700,
Wine .....	54, 487 50	44,
Drugs and chemicals .....	40, 994 26	36,
Woolen goods .....	33, 234 3	2,
Linen goods .....	21, 097 28	1,
Cotton goods .....	63, 434 55	34,
Mixed goods .....	30, 265 5	
Books, newspapers, and paper .....	60, 996 27	36
Leather .....	73, 794 33	62
Dried fruit .....	45, 849 15	88
Jewelry and gold and silver ware .....	66, 515 23	49
Metal ware .....	13, 861 3	14
Lithographic wares .....	8, 744 46	1
Confectionery .....	6, 043 45	1
Colors and dyestuffs .....	59, 461 53	7
Hops .....		2
Sundries .....	73, 058 21	5
Total .....	2, 542, 186 8	2, 24

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**DECEMBER 31, 1867.**

*sent showing the description and value of the exports from Karlsruhe  
its agencies to the United States during the quarter ended this day.*

	Florins.
.....	10,155
.....	2,987
.....	10,026
Ershwasser, &c.....	198,148
.....	23,514
.....	80,758
.....	5,804
instruments.....	3,539
.....	3,004
woolen and silk goods.....	12,687
and brushes.....	3,064
do.....	4,367
do.....	2,031
do.....	1,925
g articles.....	25,326
articles.....	7,047
als.....	5,048
.....	40,639
and glassware.....	22,075
acid.....	6,687
and snuff-boxes.....	2,216
do.....	11,615
.....	
total for quarter ended December 31, 1867.....	482,662
total for quarter ended March 31, 1868.....	365,884
total for quarter ended June 30, 1868.....	261,517
total for quarter ended September 30, 1868.....	316,142
.....	
Total .....	1,426,205

## AUSTRIA.

VIENNA.—P. SIDNEY POST, *Consul*.

DECEMBER 31, 1867.

Exchange at this date on the chief commercial cities at three months' rate is as follows: On London for £10, 121.60 florins; on Paris for 100 francs, 48.35 florins; on Frankfort for 100 South German florins, 101.55 florins; on Hamburg for 100 mark banco, 89.90 florins.

There has been exported during the quarter from this consular district to the value of 1,233,621.16 Austrian florins, and of the following kinds:

	Florins.
Cloth .....	281,051 46
Glassware .....	231,319 08
Gloves .....	183,592 57
Buttons .....	107,160 88
Shawls and scarfs .....	76,249 94
Pipes and pipe fixtures .....	100,792 05
Fancy, bronze, and leather goods .....	93,620 49
Accordeons and jewsharpes .....	53,066 44
Jewelry .....	25,322 49
Other goods .....	81,453 78
Total during quarter .....	<u>1,233,621 16</u>

*Statement showing the description and value of the exports from Vienna and its agencies, Prague and Brünn, to the United States during the quarter ended this day.*

	Florins.
Cloth .....	281,051 46
Glassware .....	231,319 08
Gloves .....	183,592 57
Buttons .....	107,160 88
Shawls and scarfs .....	76,249 94
Pipes and pipe fixtures .....	100,792 05
Fancy, bronze, and leather goods .....	93,620 49
Accordeons and jewsharpes .....	53,066 44
Jewelry .....	25,322 49
Sundries .....	81,453 78

Total for quarter ended December 31, 1867 .....	1,233,621 16
Total for quarter ended March 31, 1868 .....	1,191,465 02
Total for quarter ended June 30, 1868 .....	1,038,489 83
Total for quarter ended September 30, 1868 .....	1,323,419 49

Grand total .....	<u>4,786,996 10</u>
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SEPTEMBER 30, 1868.

History furnishes few examples of a signal and crushing defeat in war being followed by immediate prosperity and contentment throughout the defeated state.

When, in consequence of the disastrous campaign of 1866, the empire of Austria concluded the treaty of Prague, relinquishing its power in

many and entirely abandoning its Italian provinces, the disaster was irretrievable, and the only question which occupied the public mind was how far the disintegration of the empire would be likely to extend, and what rank among the powers of Europe Austria would in the end hold.

Accustomed to regard the army not as the proper emblem of the honor of the state, but as the principal element of strength, and as the spring in preserving order and the just rights of the government, as well as in commanding respect and insuring peace with the neighboring states, the people were utterly unable to estimate the injury inflicted by the overthrow of this army. Prostrated by the sudden and unexpected blow, shorn of reliance on the military arm, and unable to strengthen the force-power of the government without creating dissensions and destroying the producing power, the state was forced from its traditional policy and floated full in the current which is marking the progress of modern civilization.

The future student of history will read with wonder the record of its progress in this empire during the last two years, and posterity will marvel at the dexterity and sagacity which directed and controlled these sudden and radical changes—a peaceful revolution remodeling the government while securing order, tranquillity, and prosperity throughout the empire.

By an imperial patent, dated January 6, 1868, the title of King of Hungary and Venetia was abolished in Austria, and all apprehensions of Italian complications were thereby abolished; abandoning all thought of controlling the empire through the medium of one nationality, the government reorganized itself, and appealed to the whole people, yielding to them the governing powers in the affairs of the nation. Hungary, freed from the shackles of martial law, and taking her ancient position as a kingdom of the earth, crowned her king amid the united acclamations of her citizens. A liberal basis has been adjusted, by which Hungary is united with the other states of the empire—a government in form having one acknowledged head.

When the union between the countries belonging to the Hungarian crown and the other kingdoms and countries of the Austrian monarchy was established in 1724 by the election of the King of Hungary from the house of Hapsburg-Lorraine, it was declared that the countries and provinces subject to the Emperor of Austria should constitute one indivisible and inseparable common possession, but that the constitutional, judicial, and administrative independence of Hungary was to be forever preserved unimpaired.

The two parts of the monarchy are now often called Cis-Leitha, designating the provinces on one side of the Leitha (a small river forming part of the west boundary of Hungary) in contradistinction to Trans-Leitha or Hungary, and the countries united with it.

Austria has now formally taken its place among the constitutional governments of the world as a limited monarchy, based in Hungary upon ancient and modern fundamental laws, and in the other countries of the empire upon the fundamental laws of December, 1867.

The Emperor represents the executive power of the state, but he has no right to make, change, or abrogate laws, except with the consent of the Austrian Reichsrath, the Hungarian Reichstag, and the Landtage, each acting for its respective country, and, with reference to affairs common to the whole empire, with the consent of the delegations.

The Austrian Reichsrath is the parliament for the Cis-Leithan provinces; the Hungarian Reichstag is the diet for all countries of the Hun-

garian crown; the Landtage are the local or provincial diets for the several kingdoms and countries of the empire.

The delegations are summoned by the Emperor, and consist of one hundred and twenty members, elected for one year by the Austrian Reichsrath and Hungarian Reichstag, respectively. The delegations are two independent bodies, each choosing its own presiding officer, and debating and determining in separate sessions; but if they fail on a question they hold a joint session and decide by vote.

The delegations represent the affairs common to all the countries of the empire. They form a congress or parliament controlling: 1. Diplomatic affairs, including diplomatic and commercial representation abroad. 2. The army and navy. 3. The finances with reference to the common expenditure, which common expenditure must be borne in such proportion as may be agreed upon between the Cis-Leithan Reichsrath and the Hungarian Reichstag, subject to the approval of the Emperor.

The delegations also have charge of commercial affairs, especially of the laws of export and import—the laws concerning productive industry relating to the indirect revenues, the establishment of legal tender, the regulation of the railroads which connect both parts of the empire, of loans for joint expenditures, and in all cases where the necessary laws affect the interests of both divisions of the empire. The administration of the common affairs will be conducted by a cabinet responsible to the delegation, and liable to be impeached by them.

The sessions of all the representative bodies are usually public, and the members of those bodies enjoy the usual constitutional immunities and protection in the exercise of their functions. Laws may be proposed either by the representative bodies or by the government.

A dual government may be a difficult and dangerous system, but no more satisfactory plan could be devised; a similar government subsists between Russia and Finland, Prussia and Lauenburg, Sweden and Norway, and the Low Countries and Luxemburg.

So long as Hungarians recognize the importance of a connection with Austrians, and Austrians are willing to unite on such liberal terms with Hungary, it will be difficult, if not impossible, to inaugurate a change which would be able to confer more substantial benefits or which would be more to the satisfaction of the mass of the citizens.

The destiny of Austria is in the hands of the Austrians themselves, and the progress made during the last year not only excites wonder but confidence. The purse strings of the empire have been placed in the hands of the people's representatives; the ministers have recognized their responsibility to the people, and desire only to promote the strength of the state in union with the parliamentary representatives, enforcing strictly the observance of law without trenching upon the principles of self-government. The commander-in-chief of the army has become subordinate to the minister of war, who is responsible to parliament; the concordat has been abolished, and absolute ecclesiastic control over education and marriage is no longer recognized. The Emperor, as a constitutional ruler, has given his adherence to certain principles, such as the immunity of all creeds from legal disabilities, the necessity for limiting clerical supervision over education, the right of free inquiry, and the right of the state to make wholesome laws independent of the church, and these being necessarily in conflict with the concordat, the concordat like the old traditions of Austria, has given way.

The true significance of this measure will scarcely be appreciated by one accustomed to religious liberty, but it is, in fact, the greatest evi-



ence which could be furnished of the progress of liberty under constitutional rule.

Heretofore the church controlled the education of the youth, and the church alone could solemnize marriage between persons of a different creed, and the alternatives presented were to marry one of your own faith, to change your religion, or to exist without the legal sanction to marriage. By the abrogation of the concordat, the state declares it will not give a monopoly of education to the church; that parents may decide whether they wish their children to receive religious education from the church or not, and after a given age every one shall be at liberty to change his or her religion. Therefore the clergy must now either educate the people in accordance with the spirit of modern ages, or see them educated by liberal teachers. The state further declares that a difference of religious belief between the contracting parties shall not be a cause for prohibiting a lawful marriage, and if the church refuses to solemnize, the civil authority shall be competent to celebrate it, and that, for every legal purpose, the marriage shall be valid. The destruction of this despotic control will promote a higher morality, and exert a beneficial influence on the social organization and on the future population of the state.

Another step taken in this march towards a government of law was the abrogation of the absolute prerogatives of the clergy, who were uncontrolled by the laws, and who claimed to be superior to the constitution. The minister of the interior has warned the bishops that the government has no intention of interfering with clergy in the exercise of their spiritual duties, but they will, however, be subject to the laws, and when they violate them, whether by disturbance of the public peace, and by intrigues against the constitution or otherwise, they will be brought before the tribunals for trial.

Confidence has already begun to be established, and material prosperity is accompanying political reforms. Transportation facilities are being stretched into the country to convey abroad the manufactures of Vienna, the cloth and glassware of Moravia and Bohemia, the metals of Styria, the corn and wines of Hungary, and the surplus cattle of the empire.

Thus Austria has sprung at once into full accord with the other constitutional monarchies of the world. The policy of ages has been pruned away, and the liberal principles of advancing civilization have been grafted on the body politic, and after but two years of growth it promises to become strong and healthy, and bear fruit from which the entire people may gather an abundant harvest.

The most formidable enemy which has yet made its appearance to mar the work and destroy the advantages gained is the spirit of nationality among the people themselves, where a state is composed of so many different nationalities, mixed in various proportions throughout the several states, it is manifest that each nationality cannot be united under their own independent government, controlled exclusively by their own race without a general migration and destruction of the whole fabric.

When the kingdom of Hungary was re-established with its ancient rights and privileges, other states were fired with a desire of erecting dependent kingdoms which should be controlled by the predominant race, and from this source much trouble may arise. Already in Bohemia popular demonstrations have taken place, which have of necessity been met with force.

The claim that each nationality should have its independent government, when races have been for ages consolidated by association and intermarriage, as well as by local government, is preposterous and im-

practicable. To adopt such a policy would be to commit state sui  
If the several nationalities follow the wise instinct which prompts  
to unite for the benefit of all rather than by dissensions and division  
bring endless troubles upon all, they will avert the possibility of e  
lishing a government of force necessitated and acquiesced in beca  
gives order and tranquillity.

STATE FINANCE.

While the political prospects of the empire have improved and are  
brighter than the most patriotic citizen in 1866 dared to hope that  
would be in two years, the state's financial condition is far from  
flattering.

Under this system of dual government three budgets must be e  
ined to estimate the financial status of the empire, viz : 1. The b  
common to the whole monarchy. 2. The Cis-Leithan budget. 3.  
Trans-Leithan or Hungarian budget.

EXPENSES COMMON TO THE WHOLE EMPIRE.

(Of these seventy per cent. to be paid by the Cis-Leithan and thirty per cent.  
Hungarian provinces.)

	Fl
For the Foreign Office.....	2,4
Aid to refugees from Montenegro.....	
Austrian Lloyd subsidy after deduction of receipts.....	1,7
Army, (ordinary and extraordinary expenses).....	86,4
Navy, (ordinary and extraordinary expenses).....	11,2
Minister of finances.....	1
Control of accounts.....	1
Total .....	<u>102,1</u>

THE CIS-LEITHAN BUDGET.

	Fl
Imperial household.....	3,4
Reichsrath.....	4
Council of state.....	
Council of ministers.....	
Minister of the interior.....	16,2
Minister of public defenses and security.....	3,2
Minister of public instruction.....	4,9
Minister of finances.....	86,8
Minister of commerce.....	12,6
Minister of agriculture.....	6
Minister of justice .....	9,0
Control of accounts.....	2
State debt.....	102,3
Proportion for army, navy, and foreign affairs .....	76,2
Miscellaneous .....	3,7
Total sum required .....	<u>320,2</u>

Of this amount 263,015,051 florins is estimated as ordinary  
57,215,475 florins as extraordinary expenses.

The ordinary revenue is 254,699,266 florins, and the extraord  
26,546,641 florins, arising from the following sources :

	Fl
Minister of the interior.....	4
Minister of public defense and security.....	4
Minister of public instruction.....	1

	Florins.
of finances.....	249, 396, 648
of commerce.....	11, 803, 800
of agriculture.....	146, 500
of justice.....	156, 509
of accounts.....	1, 000
reons.....	18, 800, 000
total amount.....	<u>281, 245, 907</u>

deficit is, therefore, 38,984,619 florins.

THE HUNGARIAN BUDGET.

	Florins.
household, &c., &c.....	3, 286, 400
be contributed to the state debt.....	32, 425, 000
on the debt for the redemption of land in the Hungarian crown- .....	14, 683, 000
on of the estimate for expenses for 1868.....	30, 106, 800
use of the Reichstag.....	940, 000
g minister.....	102, 200
in immediate attendance on the Emperor.....	84, 300
of the interior.....	9, 576, 000
of finance.....	10, 627, 300
of public works.....	4, 527, 500
of commerce and agriculture.....	1, 010, 500
of public instruction.....	1, 074, 000
of defenses and security.....	506, 000
s for maintaining jurisdiction in Croatia and Slavonia..	1, 923, 900
tion of railways.....	16, 550, 000
total amount.....	<u>130, 518, 300</u>

ng the last eighty-seven years there were but two that closed favorable balance to the state treasury. Commencing with the 1811, the expenses of the empire have, with two exceptions, year after year, exceeded the revenue. In 1814 Austria found her debt too large to be paid and too burdensome to be borne, and she exercised, as she sometimes facetiously called, the sovereign right of declaring that her obligations should be reduced by the creditors giving up three-fifths of their obligations; but immediately thereafter she contracted new ones.

From 1848 to 1861 the empire was governed without calling the Reichsrath together, and during that period of fourteen years the deficit is estimated at sixteen hundred and thirty-six million florins, or an annual average deficit of one hundred and sixteen million florins.

In 1862 the Reichsrath was again summoned, but their labors appear to have increased than diminished the financial distress. The deficit amounted in 1862 to 86,300,000 florins; in 1863, to 84,000,000; in 1864, to 86,000,000; in 1865, to 51,200,000; in 1866, to 436,600,000; and in 1867, to 120,000,000—a total deficit in six years of 864,000,000 florins. This shows an annual deficit of 144,000,000 florins. No prophet is able to foretell the result of such financiering. The debt has been continually increased, the annual charge against the state for interest has been increased, while at the same time the ability of the people to pay has been decreased. Although in those six years the sum of 1,000,000,000 florins has been left unpaid and bequeathed an heirloom to posterity, the amount collected by taxation during the same time has

been out of proportion to the resources of the people taxed. During the same six years there were paid into the treasury—

	Florins.
From direct taxes .....	714, 599, 866
From indirect taxes .....	1, 332, 987, 361
From miscellaneous taxes.....	533, 481, 024
Total from 1862 to 1867.....	<u>2, 581, 068, 451</u>

The average annual revenue during that time is thus seen to be 430,179,741 florins. The inhabitants of the empire, according to the statistics of 1864, numbered 34,982,890, and the share of the taxes during the six years paid by each person—

In direct taxes, 20.43 florins; in indirect taxes, 35.33 florins; in miscellaneous taxes, 15.40 florins; making an average of 11.87 florins for each inhabitant, annually, of the direct and indirect taxes. In this is not included the extraordinary revenues, although the greater part of them also came directly from the tax-payers.

Notwithstanding the enormous amounts paid by the people, the annual deficit demonstrates that the revenue does not satisfy the requirements of the state.

Without entering too much into detail, it may be proper here to enumerate some of the obvious causes which have borne the state with unebbing tide into the rapids of financial distress—towards the vortex of bankruptcy.

The first cause to be noticed is the small proportion of the money forced from the people by taxation, which is actually devoted to productive use in attaining the real purposes of a civilized commonwealth.

A ruinous expense is sustained in the collection of the taxes. In England the expense of collecting the revenue is reported at about six per cent.; in France thirteen per cent. for the direct and indirect taxes; in Prussia the collection of the direct and consumers' tax and maintaining the revenue detectives amounts to thirty-six per cent. In Austria the collection of the direct tax and conducting the lotteries (taxes which show the least percentage of loss for collection) during the six years, from 1862 to 1867, cost one hundred and sixty-seven million florins. This outlay is strictly unproductive, and about seventy millions, or nearly one-half of it, was for maintaining the lotteries, for material encouragement of the demoralizing passion for gambling. The per cent. of expenses in collecting the indirect taxes and of supporting the revenue detectives is much greater than the direct tax.

The government at length appreciates the necessity of reducing this unnecessary expenditure, and the following table will show that in the first half of 1868 some advance has been made in decreasing the expenditure for collecting the direct and indirect tax, while increasing the amount collected. It will also show what a vast difference it makes to the national exchequer, whether the burden of taxation to be borne by the people is paid directly or indirectly, that while the direct taxes less than one-half of one per cent. in collection, the indirect taxes less more than eighteen and two-thirds per cent. in going from the people to the state treasury.

Table showing the revenue of the Austrian Empire, (in florins of Austrian currency.) for the first half year, 1868, and the cost of collecting the same.

Description.	Amount estimated in ministerial budget.	Am't actually collected.	Difference between estimated amount and amount actually collected.	
			More.	Less.
Direct taxes .....	32,602,255	32,217,369	.....	384,886
Indirect taxes .....	81,030,570	85,381,056	4,350,486	.....
Total .....	113,632,825	117,598,425	3,965,600	.....
Cost of collecting :				
For direct taxes .....	30,770	15,805	.....	14,965
For indirect taxes .....	18,933,039	15,963,760	.....	2,969,279
Total .....	18,963,809	15,979,565	.....	2,984,244

The increase of revenue over that of 1867 for same period is as follows :

	Florins.
Direct taxes .....	1,999,071
Indirect taxes .....	5,776,133
Total .....	7,775,204

The decrease of expenditure as compared with that of 1867 for same period is as follows :

	Florins.
Cost of collecting direct taxes .....	25,716
Cost of collecting indirect taxes .....	807,709
Total .....	833,425

Besides the absolute cost of the collection of taxes a large amount of the actual capital of the state has been disposed of, in covering the current expenses, by the sale of public domains. The domains of the state are not wild, unproductive lands, to be brought under cultivation and rendered liable to tax when disposed of; they are improved estates, and generally well managed. That the sales of these estates for such purpose contribute nothing to the strength of the nation is apparent; on the contrary, the capital and resources of the state diminished and the proceeds thrown away on current expenses. In addition to the amount raised by taxation and by loans, the state expended seventy-five millions, received from the sale of these public domains. Of the entire sum of two billions, five hundred and eighty-one millions, seventy-eight thousand four hundred and fifty-one florins, raised during these six years, after paying cost of collection, the interest on the state debt, and the expense of the army, all unproductive expenditures, it is estimated that not more than eight hundred millions, or but little more than one quarter of the entire amount, remained to be devoted to the real service of the nation, the securing of justice and order, relieving the necessities of the poor, nourishing the elements of education, and promoting the material prosperity of the inhabitants. This amount would give about one hundred and thirty-three millions per year. In 1864 after the utmost retrenchment, the cost of administration (viz: salary of officers, office expenses, and pensions) alone required eighty-two million florins. The second cause of this financial distress is the improvident policy,



pursued alike under the parliamentary and absolute rule, of covering the annual deficit by new loans.

When an extraordinary emergency arises, it may be necessary to replenish the treasury by loans ; but it is evidently sound policy, so soon as the emergency is past, to pay off these loans and prepare for the possibilities of the future. It is claimed that there was always an emergency to be met, and that the state constantly needed money—a demand which is usual and recurs every year, ought not to be provided for as an extraordinary expenditure.

This division of the budget into ordinary and extraordinary expenditures appears to be an invention solely for the purpose of yearly carrying items under a sort of hallucination that they do not belong to the usual expenditures, but happen on account of some strange concurrence of circumstances, and that after this year they will disappear; however, the tax payers consider them extraordinary only because they are always in the budget. So also with regard to extraordinary taxes. Since 1859 a contribution for war has been levied every year, though there has been war only in 1859, 1864, and 1866.

Misled by these imaginary extraordinary expenses, Austrian financiers have estimated for a yearly deficiency, and they have never discovered any other ways of covering this deficit than those of selling the state domains and making new loans. While the state domains are generally well managed, yet the control is expensive, and it would no doubt be wise to follow the example of most of the governments of Europe and dispose of them. But it is not to be forgotten that in selling them the state is disposing of part of its capital; and while it might be well to dispose of them for the purpose of liquidating part of the state debt, to sell them, in order to raise money to pay current expenses, is simply to do away with part of the national resources, and the following year there will be the same expenses and less ability to meet them. The same may be said of contracting loans to cover ordinary deficits.

The interest on the state debt makes a constantly increasing item in the annual budget. There was paid for interest on the debt, in 1816, 5,381,000 florins; in 1831, 21,000,000; in 1842, 43,369,312; in 1849, 49,797,940; in 1851, 60,481,031; in 1853, 66,819,173; in 1855, 77,457,533; in 1857, 91,786,986; in 1859, 104,917,013; in 1862, 112,666,400; in 1865, 117,080,896; in 1867, 120,872,000.

The alarming regularity of the increase of the annual burdens to be borne by the people appears to have excited apprehension without shaking in the slightest degree the childlike faith in the soundness of the financial system which had been pursued.

Although making loans had become a costly recreation, yet the new loans decided upon by the combined wisdom of members of the Reichsrath since it came together in 1862 amounted as follows :

	Florins.
In 1862, rest of the lottery loan of 1862.....	83,000,000
In 1864, May silver loan.....	30,000,000
In 1864, November tax loan.....	25,000,000
In 1865, silver loan in Paris.....	146,000,000
In 1866, dominion bonds.....	60,000,000
Loan free of taxation.....	50,000,000
Total.....	<u>394,000,000</u>

The policy of raising less revenue than necessary to meet the current expenses, faithfully pursued, must ever produce the evils which accompany financial distress. The bubble continues to expand so long as cred

ers continue to "raise the wind." It bursts because they furnish too much. If no rate of interest could procure money for a policy which leads directly to bankruptcy, the expenditures would be governed by the revenue, and millions paid for interest by an enfeebled and poverty-stricken people might have, in their hands, accumulated into productive capital.

The last great cause of this financial distress is the "armed peace" indulged in by the nations of Europe. So long as the state maintains an army greater than its financial resources justify, drawing hundreds of thousands of young men—the very bone and sinew of the country—from the productive arts to be supported by the people, ready at any moment to exercise art, ministers of finance will be expected to accomplish impossibilities. Soldiers are not here disciplined and then returned to their productive pursuits until needed by the state. On the contrary, the army blights both population and wealth. No man subject to military duty is allowed to marry, except in special cases; and just at the age when men can do most for themselves, and begin to acquire capital and add to the resources of the country, they are taken away from industrial occupations and hope and personal ambition are obliterated.

Too great an army is an organized enemy, threatening the nation in time of peace, with all the evils feared as the result of unsuccessful war.

Its disproportion to the body politic defeats the very end of its organization; it is a weapon too heavy to be wielded; a gigantic limb on a weak body, crushing the parts which nourish it and give it life. In time it absorbs the life-blood of the nation it cannot defend in war.

The athlete who should divert the nourishment from his weakened and emaciated body to an overgrown arm, would, in the contest, display a useless arm, and defenseless body.

The history of Austria need be traced back but few years for an example of an overgrown army, and a defenseless state. It is not the scarcity of soldiers, but the scarcity of florins which will imperil success. Half of its army well directed, could not be at once crushed by any force an enemy could muster; a protracted war must result in favor of the nation which can most easily furnish the means.

The policy of making debts for posterity to pay, which has been pursued for eighty-seven years so faithfully and successfully, has received a rude check. The advantages, so fully understood by the ancestors, who were to pay. Sagacious ancestors needed money, and demonstrated beyond question that as the population increased it would be much easier for coming generations to pay such an amount of money than it is for them to raise it, and therefore they borrowed. As years rolled on, and generation followed generation, each in turn found itself in a precisely similar position, and profited by the histories of their progenitors; and so we come down to the present time.

As the population has increased expenses of government have also increased; as capital has accumulated wants have multiplied; each generation always seems to have been provided with its own emergency, as important as any prior one.

Could the people turn back to the simple habits of their forefathers, whose capital was small, their ancestors' calculations might be verified, if they cannot, and so we find the finances of the country precisely in the condition they were eighty-seven years ago in regard to necessities, but very different indeed in regard to resources and credit. Now there is the usual deficit, but an impaired credit and an accumulation of debt. Greedy capital, seeking investment, begins to perceive that Austria grows freely, but reimburses with great caution and deliberation. The

deficit is small, but each deficiency added to the debt increases the debt and lessens the credit. If this course had been continued a few years longer it would soon have become impossible to raise money enough to pay the interest on the debt, and then no rate of interest would have secured a loan of which neither principal nor interest would be refunded.

The continually augmenting disproportion between the declining ability on the part of the people to pay taxes and the increased demand for revenue had heretofore been balanced by new loans, not only while under the absolute regimen, but also since the Reichsrath had exercised its control. But government and people, creditors and debtors, all began to distrust a policy which could only lead to disastrous results. There was, therefore, clamor for reform, and at the last session the Reichsrath decided that the taxes had been increased to their utmost, and that in that way they could not provide for even so small a deficit as thirty-eight million florins. Nor could they devise any way by which a larger per cent. of the amount actually collected should find its way into the treasury. It was also considered that the expenditures had already been reduced to the lowest possible sums, and there was disinclination on all sides to the maintaining of the army on a less expensive footing, as being a measure unworthy of a great European power.

The Reichsrath perceived the threatened danger and rushed to meet it, not to avert it, not to conquer it, but valiantly to surrender without a struggle. They declared for immediate repudiation, and if future events shall demonstrate such policy to be honorable and beneficial to Austria, it is to be regretted that a remedy so simple and effective had not been sooner discovered.

As the perusal of this law is to be considered by the creditors of this sovereign state a legal tender for a considerable part of the amount promised and agreed upon in the contract, it is worth while to add a complete translation:

*Law of the 20th June, 1868, concerning the conversion of the various divisions of the public debt.*

In pursuance of the requirements of paragraph 2 of the law of the 24th day of December, 1867, in respect to that portion of the public debt which is to be borne by the countries of the Hungarian crown, I decree, with consent of both houses of the Reichsrath, as follows:

SECTION 1. All the varieties of the common funded debt, with the exception of those specified in section 2 of this law, are to be converted into one single obligation bearing five per cent. interest, which is subject to a tax of sixteen per cent., which cannot be increased. The payment of the interest of this consolidated debt will be made in national bank notes or in coin, according to whether the original elements were to have been paid in notes or specie. If it be made in gold, the Napoleon d'or is to be reckoned equal to eight florins, Austrian standard.

SEC. 2. The portions of the debt which are exempt from conversion, are: 1. The lottery loans of the years 1839, 1854, 1860, and 1864, the tax loan of 1864, and the Como bonds. 2. The loan contracted with the mortgage company. 3. That portion whose interest is payable in Vienna currency, and in respect to which a special legal enactment still remains in force. 4. The state debt to the fund for the redemption of land, (Grund Entlastungs Stener.) 5. The state debts to the national bank. 6. The priority debt of the former Vienna-Gloggnitz railway. 7. The no-interest-bearing public debt.

SEC. 3. The consolidation takes place as follows: Every hundred florins of the loan in bullion or convention money bearing five per cent. interest payable in paper equals one hundred florins. Other obligations in convention money that are not disposable by lottery, and which bear interest payable in paper, differ from the same amount in the three per cent. bullion loan in proportion as their rate of interest is above or below five per cent. Every hundred florins at five per cent. Austrian standard equals ninety-five florins. Every hundred florins at five per. cent., every hundred florins Austrian standard of the year 1866, equals one hundred and two florins sixty krentzer. Every hundred florins of the national loan equals one hundred florins; every one hundred florins of the silver loan of 1864 equals one hundred and ten florins of the converted

n of the year 1849, of the loans of 1851, (S. B.,) of the silver loan of 1854; the English  
ns and the silver loan of 1865 equal one hundred and fifteen florins.  
EC. 4 A tax of twenty per cent. is to be laid on the interest of the lottery loans of the  
rs 1854 and 1860, and on the tax loan of the year 1864. A reduction of the income  
will not be made.  
EC. 5. The interest of that portion of the state debt intended to be consolidated fall-  
due after the promulgation of this law will be paid by an amount equal to that  
ich the holder of any such fund would receive after its conversion. The disposal by  
tery of any portions of the debt above mentioned, with reference to their redemp-  
n, ceases at the same time.  
EC. 6. This takes effect on the day of its promulgation.  
EC. 7. The finance minister is charged with the execution of this law.

FRANCIS JOSEF.  
AUERSPERG.  
BRESTEL.

SCHÖNBRUNN, June 20, 1868.

The most important provision of this law is that which provides for  
income to the state, to be derived from the interest of what it owes.  
will be seen that there is to be deducted sixteen per cent. from the  
terest of that portion of the debt which is to be consolidated, and  
enty per cent. of the interest of those obligations which have not been  
nsolidated. This deduction is called an income tax, and is a new and  
culiar tax applying to no citizen of Austria, except those who have  
mished money to the government, and extending its provision, with-  
t discrimination, to the citizens and corporations of all other countries  
st have seen fit to minister to the necessities of Austria. The new  
ligations under this law are being prepared, and the redemption of the  
d and the issue of the new bonds will probably commence in January,  
69. The debt as it was, and as it will be, after the consolidation, is  
st shown by the following table:

ble showing the national debt at the end of 1867, before the consolidation, compared with the  
amount at the end of June, 1868, after the consolidation.

	End of Decem- ber, 1867.	End of June, 1868.
<b>I. Without return of capital.</b>		
<b>OLD DEBTS, (LOTTERIES.)</b>		
	<i>Florins.</i>	<i>Florins.</i>
process of being drawn, interest payable in Vienna currency.....	8, 109, 863	.....
t in process of being drawn, interest payable in Vienna currency.....	568, 582	568, 582
process of being drawn, and bearing interest in convention currency.....	271, 530	.....
<b>NEW DEBTS.</b>		
convention currency :		
Interest payable in state notes.....	854, 606, 130	814, 770, 424
Interest payable in coin.....	667, 186, 451	671, 399, 065
Austrian currency :		
Interest payable in state notes.....	223, 989, 015	241, 691, 629
Interest payable in coin.....	60, 530, 000	296, 069, 180
<b>II. With stipulated reimbursements.</b>		
Vienna currency, interest payable in state notes.....	751, 644	751, 645
convention currency :		
Interest payable in state notes.....	49, 463, 820	49, 115, 220
Interest payable in coin.....	31, 420, 200	.....
Interest payable in convention currency, with due but unclaimed premiums added:		
Interest payable in state notes.....	23, 385, 984	23, 302, 181
Interest payable in coin.....	219, 450	482, 475
Austrian currency :		
Interest payable in state notes.....	283, 344, 366	277, 528, 203
Interest payable in coin.....	261, 834, 675	59, 220, 789
Interest payable in Austrian currency, with due but unclaimed premiums added:		
Interest payable in state notes.....	119, 202, 010	119, 149, 259
Interest payable in coin.....	115, 000	2, 669, 600
Bonded debt.....	2, 585, 398, 720	2, 564, 724, 912

Table showing the national debt at the end of 1867, &c.—Continued.

	End of Decem- ber, 1867.	End of June, 1868.
CIS-LEITHAN FLOATING DEBT.		
Interest-bearing state notes.....	Florins. 109, 672, 043	Florins. 111, 166, 432
Non-interest bearing state notes.....	2, 414, 960	1, 313, 340
Estimates for indemnities.....	12, 953, 728	12, 907, 060
Estimates for the annual payment in coin of 87,500 florins to the Bavarian government.....	1, 750, 000	1, 750, 000
	126 780, 731	127, 126, 832
COMMON FLOATING DEBT.		
Fractional currency at 10 krentzer.....	11, 999, 752	12, 320, 306
Bank notes circulated by the state.....	39, 712, 640	20, 502, 440
State notes issued by the state.....	261, 424, 047	279, 067, 100
Collateral security orders.....	98, 863, 312	99, 572, 227
	411, 999, 751	411, 462, 312
RECAPITULATION.		
Bonded debt.....	2, 585, 398, 720	2, 564, 724, 912
Floating debt.....	538, 780, 482	538, 595, 144
Total amount of Austrian state debt.....	3, 124, 179, 202	3, 103, 320, 056

The annual interest diminished by the reduction or repudiation of sixteen and twenty per cent. is now 114,858,902 florins annually. Of this sum Hungary contributes a fixed sum of 17,412,000 florins in silver and gold.

The weak attempt to conceal the character of this process by imposing an income tax of sixteen and twenty per cent., respectively, on the interest which the government had solemnly contracted to pay, is more severely condemned than the act of refusing the payment according to agreement. Arbitrarily to diminish the indebtedness on the ground of the debtor's sovereign right to collect taxes is not only to withhold part of the money agreed upon, but is an insult to the creditor's common sense. A person takes little pleasure in reading a public declaration that he has been so utterly ignorant and incompetent to manage business affairs, as to loan money to a government which has a sovereign discretionary right at any moment to tax the obligations out of existence. That it has the power to refuse to pay may be true, but state creditors rely upon the honor of governments. The ground, however, upon which this measure is really defended, both at home and abroad, is not the right to change the contract, but the utter inability to pay. It is claimed that the necessities of the state compel it to take advantage of the bankrupt's refuge. It is also alleged that repudiation of a portion of the interest has produced a favorable impression, because bonds have not declined in market value. The low price of the bonds before, and the exceptional circumstances affecting the Austrian money market, when this repudiation took place, should be considered in this connection. The great accumulation of uninvested capital in Europe, the increase of the currency, the large amount of money brought to Austria by the unusual export of grain from Hungary, the low rate of interest which money in Europe now commands, all these circumstances render a great depression of bonds impossible. When, however, money becomes scarce and good investments offer, it may be doubted whether those bonds, the interest of which is not paid according to contract, will be a favorite investment. Capital may prefer to draw interest elsewhere than from a state which claims a sovereign right to levy taxes on it



tedness, to raise an income out of what it owes and refuses to

peace continue, the "armed peace" cease, the army be reduced, its expenditures diminished, the taxes be collected in a more liberal manner, and a wise financial policy be inaugurated, looking to the immediate and continued reduction of the debt, whenever not engaged in repelling attacks upon the borders, this partial repudiation is as unnecessary as it is unjust, and therefore unwise.

However, that favorite policy is pursued of crippling the resources of the people in order to obtain taxes from them unknown to themselves, supporting a system of taxation which swallows up in the cost of collection an undue proportion of the amount collected; if the taxes must be increased and its expenditures maintained; if the "armed peace" produces its natural and legitimate result, a collusion between the powers so well prepared for war, then partial repudiation will be in vain, an injury to the credit which will need support, and the government is incapable of preventing the inevitable result.

But Austria must solve the financial problem, demonstrate its ability to pay long neglected obligations, and establish credit by regaining financial honor.

#### NEW COINAGE.

The government has just inaugurated a very important reform in the currency which has received encomiums from the entire business community. The currency used for the fractions of the florin has been a paper obligation of the value of ten kreutzers, similar to the five-cent fractional currency of the United States. This paper, so small that it could not be readily handled, soon became worn, dirty, defaced, and was the subject of constant and irritating controversy between the creditor and payee to determine whether it was sufficiently torn to have no character as a state obligation. It was simply a nuisance and has been abolished, and its place supplied by new silver coins of convenient size and shape. These new silver coins are of the denomination of twenty kreutzers, respectively, and are a legal tender at any time up to the amount of five florins, provided that the coins have not been deprived of their original value in any other way than by use. In seven hundred and fifty of the ten-kreutzer pieces there is a mint pound of fine silver, and they are coined four hundred and eighty of fine silver and six hundred one-thousandths of copper. In five hundred pieces weighing a mint pound, the diameter of each is eighteen millimeters.

In five hundred and seventy-five of the twenty-kreutzer pieces there is a mint pound of fine silver, and they are coined five hundred one-thousandths of fine silver, five hundred one-thousandths copper, one and eighty-seven and a half pieces weighing one mint pound, the diameter being twenty-one millimeters.

The silver coin has on the one side the vignette of the Emperor, with the words "Franc. Jos. I. D. G., Austrian Emperor," and on the reverse the imperial eagle, which bears on its breast the value of the coin, or twenty in Arabic figures, then in a circle around it the words "Bohem. Gal. Lod. Ill. Rex. A. A.," and the year 1868.

The silver coin with Hungarian impression has the imperial vignette, with the following words around it: "Frances Jozefe A. Magyar Orszag, A. p. Kiralya." On the reverse ten and twenty

krajzar, respectively; in the center beneath it the year, and around the words "Valto penz."

A Hungarian copper coin is issued, having on one side the Hungarian coat of arms, with the words around it "Magyar, Kiralya, Valto per the value of the coin (one and four, respectively,) in Arabic figure within a wreath, and underneath the year. Every Hungarian coin also show at what mint it was struck.

COMMERCE.

Owing to the defective system pursued in Austria, there is a variety of contradicting statistics published by authority concerning commerce. During 1867 there was a great increase compared with 1866. The most reliable data give the export and import in 1867, as follows :

Inclusive of gold and silver :	
	Florins.
Export .....	420, 452, 4
Import .....	300, 425, 9
Excess of export over import.....	120, 026, 4
Exclusive of gold and silver :	
Export .....	400, 858, 5
Import .....	276, 280, 3
Excess of export over import.....	124, 578, 2

RAILWAYS.

In nothing is the returning prosperity of Austria more apparent than in the rapid increase of her railroad facilities, and the success attending the operations of those roads already completed. The dividends paid by these roads have given an unusual, probably unnatural stimulus to the pushing forward of projected roads, and small armament laborers are employed on several lines, while manufacturers have entirely unable to supply the demand for iron.

The important results to be attained by this newly awakened sense of enterprise can scarcely be estimated.

Immense tracts of fertile land, hitherto out of the reach of rapid communication, will soon be supplying their products to the market of Europe, and the inhabitants of these regions, hitherto poor, thrifty and degraded, will receive the necessaries and luxuries of life, and become educated and intelligent members of the body politic. By the extension of railroads rather than by any other means, is civilization extended.

The following tables will show the amount expended for the construction of the several Austrian railways during the last two years, and also the present financial condition and the progress made in the construction of the completed and projected lines :

**Table showing the amounts expended in the equipment of the Austrian railways in 1866 and 1867, exclusive of the Turnau, Kra'up, and Prag railway, the Bohemian northern railway, and the Fünfkirchen and Barcaer railway.**

Expended for—	Year.	Total cost of equipments.	Value supplied by—	
			Austria.	Foreign countries.
		<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
<b>Locomotives and tenders</b> .....	1866	2,182,414	2,166,790	15,624
	1867	2,150,474	2,147,258	3,216
<b>Passenger cars</b> .....	1866	348,820	348,820	—
	1867	144,131	142,715	1,416
<b>Freight cars</b> .....	1866	1,064,528	1,050,014	14,514
	1867	4,776,867	4,553,782	223,085
<b>Rails</b> .....	1866	4,739,623	4,739,623	—
	1867	5,353,264	5,353,264	—
<b>Other parts of iron for equipment</b> .....	1866	1,364,778	1,364,101	677
	1867	1,150,425	1,149,834	591
<b>Tools and implements for construction and workshops</b> ...	1866	82,033	74,816	7,217
	1867	120,997	110,449	10,548
<b>Steam and other engines for machine and workshops</b> ....	1866	162,292	160,783	1,509
	1867	66,668	63,482	3,186
<b>Timber for construction and repairs</b> .....	1866	1,326,763	1,326,163	600
	1867	1,514,124	1,514,124	—
<b>Total sum expended for equipments</b> .....	1866	11,937,311	11,894,042	43,269
	1867	15,277,040	15,034,928	242,112



NAME REQUESTED.													
Austrian Northwestern railway .....	842	842	8,284	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hatvan and Miskolcs railway .....	152	152	1,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zakany and Aggram railway .....	123	123	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Karlstadt and Fiume railway .....	210	210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lalbach and Traun's railway .....	133	133	1,896	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	6,436	2,620	4,530	13,586	113,008	75,455	39,321	1,330	126	74,125	39,195	49,730	8,089



One of the greatest and most important enterprises, not only for Austria, but for all Europe, has recently been completed. A railway over the Central Alps, through the Brenner Pass, boldly planned, patiently and skillfully executed, is now in successful operation, opening a direct line of communication from the heart of Europe into Northern Italy, and from thence to the East and to Asia.

The Brenner Pass was used by the ancient Romans as a military road over the Alps. It is now scaled by the locomotive, and when the railroad connections are properly arranged, it will be the shortest route for the mails from England to India.

This railroad, devised to enable Austria in time of war to concentrate rapidly a military force in her Italian provinces, and undertaken solely on account of strategic reasons, is destined to become useful only as an important artery for peaceful commerce.

#### GRAIN CROP OF HUNGARY.

Simultaneously with the changes effected in the government, a large part of the country has been blessed with the most bountiful harvests, as though Providence smiled upon the constitutional reform and vouchsafed aid, in preventing disturbances and dissensions among the races, by spreading universal and unwonted prosperity and good fortune. Particularly has this been true in Hungary, whence there has been an immense export of grain.

As the grain crop of most other countries has been bad, the enormous sums arising from this export have turned to Austria the current of exchange. This export has been augmented during 1867 and 1868 to a magnitude which it never heretofore reached, and not only has it been sent over Middle Europe, where it never went before, but also to the British Isles, and it has even been sent by rail to Bremen and shipped to Brazil, notwithstanding that the immense grain fields of the United States are thousands of miles nearer to that market. This great shipment of grain has put an unusual amount of money in the pockets of the Hungarians.

Of the grain-producers, they alone have been specially favored. In Hungary there has been no vine disease, no cattle disease, and no potato disease. Constitutional government is revived within its borders, and commercial prosperity is everywhere prevalent.

This prosperity, however, is principally due to the increased railroad facilities, which enable it to bring its superabundant crops into market. There could not be a country where railroads are more needed, or where they ought to be more successful. Labor is excessively cheap; there are splendid iron and coal fields, which might be made available to build and work railroads cheaply; and when a perfect system shall have been completed, the fertile plains of Hungary must not be neglected in estimating the grain products of the world.

ing the live stock in Austria, compared with the statistics of other countries of Europe.

	Cattle.	Sheep.	Hogs.
.....	13,660,292	16,573,495	7,914,855
.....	8,731,473	33,817,951	4,221,100
.....	14,193,760	33,381,592	5,248,463
.....	6,111,994	19,329,020	3,257,531
.....	22,816,000	39,315,000	9,570,000
.....	3,714,615	11,040,339	3,846,731
.....	2,004,578	2,254,987	4,304,817
.....	3,162,887	2,039,983	921,456
.....	974,917	703,656	263,504
.....	992,805	445,400	304,191
.....	1,270,803	1,088,016	519,000
.....	1,257,649	583,485	452,416
for way	2,876,512	3,203,629	478,162
.....	1,193,861	1,874,052	321,512

#### RINDERPEST.

tle disease appears to have almost ceased. Full statistics cannot be obtained, but the following is a statement of known losses as to an Austrian Insurance Company:

	In 1866.	In 1867.
.....	297	40
.....	654	192
illed	1,771	267
.....	2,922	510

#### BEET-ROOT SUGAR.

duction and the export of beet-root sugar is increasing, and the effect of its increase is best shown by the following table:

showing the quantity of beets taxed and used during the last three years in Austria.

Season of—	No. of factories in operation.	Quantity of beets taxed.	Amount of tax collected.	Average quantity of beets used by one factory during the three years.	Average amount of taxes paid by one factory during the three years.
.....	143	<i>Vienna cent.</i> 18,040,561	<i>Florins.</i> 7,387,609	<i>Vienna cent.</i> 125,916	<i>Fl. kr.</i> 51,562 00
.....	138	15,612,809	6,393,199		
.....	138	19,105,874	7,823,855		

one beet is at the rate of 40.95 kreutzer per Vienna centner. A Vienna hundred weight is equal to 35 lbs.

Table showing Austria's sugar production, consumption, export and import, during thirty-three years, from 1834-'35 to 1867.

For the season of—	Average quantity of beet-taxed per year.*	Amount of raw sugar produced per year.*	Average import of colonial sugar per year.*	Sugar exported per year.*	Colonial sugar imported, and beet-root sugar productions, less the exportation per year.*	Population.	Amount of sugar consumed per person.†	Average price of loaf sugar.
1834-1839	605,616	30,270	518,193	38	548,425	36,000,000	1.52	44.5
1839-1844	1,577,995	72,875	574,470	89	504,316	35,444,400	1.42	38.0
1844-1849	1,729,280	103,757	562,955	150	672,562	37,160,400	1.81	38.0
1849-1854	5,196,896	311,814	787,478	324	1,098,968	36,451,600	3.01	39.5
1854-1859	11,712,692	820,080	581,489	88	1,401,481	36,714,600	3.00	41.5
1859-1864	17,798,429	1,246,090	71,125	21,058	1,296,157	36,917,200	3.51	39.5
1864-1867	19,201,861	1,344,136	2,115	506,074	840,177	35,659,000	2.36	30.5

\* Custom cwt.                      † Custom pound.

During 1868 there have been reports of an unfavorable beet under which the price of sugar has greatly advanced.

UNITED STATES TRADE.

Commerce between the United States and Austria is affected fluctuations which take place in the currency of both countries only must the price of gold in the United States be taken into account but the price of silver in Austria. During the last year this trade has been unusually slack, partly on account of the increased prosperity and the home markets, and partly on account of the disinclination to take goods of the character furnished by Austria until the prices of the markets and the currency should be more settled in America.

The kind of goods taken to the United States are cloth and woollen goods, from Prague and Brünn; gloves from Vienna, Prague and Brünn; buttons, meerscham pipes and pipe fixtures, fancy goods and shawls, and scarfs from Vienna; Bohemian glassware from Prague; fancy bronze and leather goods, kid-skins, lamb-skins, and furs from Vienna and Prague; prunes, wines, and drugs from Hungary; accordions, jewsharps, drugs, jewelry, clocks, pictures, paper, furniture, feathers, shoes, glycerine, vermilion, white lead, glue, matches, chip goods, garnets, porcelain and earthenware, percussion caps, hair, beer, Bohemian hops, cigar ribbons, tools, books, perfumery and other kinds of goods.

For the year ending September 30, 1867, there was sent to the United States cloth and woollen goods to the value of 2,481,634 04 Austrian florins. During the last year there has been sent but 896,086 57 worth of like goods—a decrease of 1,585,547 47 Austrian florins.

The practice of shipping goods from Austria to other markets in Europe to meet the eye of American purchasers at an additional cost still continues. Austria has so long been wrapped up in its isolated central position, inaccessible for lack of the means of communication, inaccessible also on account of her political condition and the prejudice of her people, that few know how large a portion of the goods bought in Paris and in the market of Northern Germany are really supplied by the workshops of Austria. The advantages to be derived from improved communication are, however, too numerous and important to be overlooked, and merchants will not always divide their profits with

men who meet them part way and supply them second-hand, charging so high for useless services. The entire profits of trade will soon be given to the enterprise which can reach from Vienna to New York.

When the obvious benefits of a direct trade shall bring the merchants out of the beaten track alike of tourists and traders, they will find this country filled with established manufactories, with skilled laborers in arts which have been practiced for centuries, and yet the country just beginning to feel the influence of the energy and enterprise inspired by competition—just on the threshold of prosperity. They will find the empire, so long a prey to internal disorders and dissensions, and locked in from commerce by ignorance and prejudice not less than by political barriers, bursting forth into a new existence, pushing forward its railroads, improving its cities, extending its civilization, inviting enterprise, welcoming commerce, and exerting a salutary influence in behalf of peace and social and material advancement throughout all Europe.

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TRIESTE.—A. M. THAYER, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States for the quarter ended this day.*

Carobs, 156 bales, 50 bags and 75 casks; insect powder, 10 barrels and 20 bales; turpentine, 181 stands; juniper oil, 5 cases; rosemary oil, 8 cases and 5 casks; gum-arabic, 14 cases, 25 barrels, and 75 packages; anise-seed, 50 bags and 12 bales; cantharides, 5 casks; prunes, 3,763 casks, 44 boxes and 116 barrels; sumac, 400 bags; prunellos, 23 casks; figs, 100 barrels and 1 cask; raisins, 400 barrels and 9 cases; mustard seed, 1,770 barrels, 55 casks and 2 cases; currants, 7,021 barrels, 518 cases, and 500 casks; laurel leaves, 35 bags and 30 bales; chemicals, 1 case; sponges, 30 cases; sepia bones, 125 packages; rags, 473 bales; fennel, 20 bales; hemp, 50 bales; steel, 100 boxes; buttons, mother of pearl, 1 case; argal, 5 cases; colocynth, 2 cases; boxwood, 2,198 pieces; laurel oil, 2 barrels and 1 case; almond oil, 1 case; sundries, 79 bales, 102 packages, 1 cask, 1 case, and 1 box—being the total for the quarter ended December 31,	
.....	\$404,372 47
Total for quarter ended March 31, 1868.....	91,710 17
Total for quarter ended June 30, 1868.....	124,676 86
Total for quarter ended September 30, 1868.....	127,014 51
Grand total.....	<u>747,774 01</u>

# SWITZERLAND.

BASEL.—A. L. WOLFF, Consul.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Silk ribbons.....	\$220,716 26
Silk stuff.....	32,890 86
Straw goods.....	100,210 25
Watches.....	353,619 10
Cheese.....	31,263 23
Sundries.....	57,475 34
Total for quarter ended December 31, 1867.....	796,174 77
Total for quarter ended March 31, 1868.....	1,070,412 61
Total for quarter ended June 30, 1868.....	765,329 91
Total for quarter ended September 30, 1868.....	1,022,951 08
Grand total.....	3,714,928 37

*Exportations from Switzerland to the United States during the year 1867, compared with the years 1866, 1865, and 1864.*

Description.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total, 1867.	Total, 1866.	Total, 1865.	Total, 1864.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Silk ribbons and silk stuff.....	6,764,812	2,808,783	6,199,918	3,044,560	18,818,073	31,766,072	29,970,464	25,451,928
Cotton goods.....	809,272	294,259	448,527	485,670	2,038,330	5,173,296	4,262,900	1,647,335
Embroidery.....	1,189,964	631,522	772,972	553,563	3,154,087	3,236,132	1,132,231	352,271
Straw goods.....	971,812	364,670	498,711	597,212	2,432,405	3,179,795	1,521,124	806,799
Watches and parts of watches.....	2,404,174	2,297,343	2,895,932	2,764,963	10,362,418	13,943,402	11,301,954	8,477,192
Music boxes.....	51,399	66,303	79,165	68,329	265,196	300,108	102,392	72,428
Cheese.....	153,864	209,935	299,305	164,543	827,647	700,130	490,895	241,533
Leather.....	46,361	32,133	41,847	36,393	156,734	110,825	.....	22,125
Miscellaneous.....	191,154	225,135	377,260	411,779	1,205,458	1,092,541	426,022	185,030
Total.....	12,583,412	6,930,249	11,619,643	8,127,012	39,260,318	59,508,373	49,280,049	37,236,642



it showing the importations into Switzerland during the years 1866 and 1867.

Description.	1866.	1867.
	Cwt.	Cwt.
on of different merchandise .....	8, 836, 204	8, 697, 847
pal articles are as follows, viz:		
rita .....	101, 995	104, 353
l.....	32, 898	44, 187
re surrogate.....	206, 842	217, 506
.....	336, 761	338, 113
d cloth .....	53, 941	52, 672
material.....	156, 451	181, 271
ggist ware.....		
.....	3, 994, 625	3, 985, 426
glass ware.....	65, 561	63, 676
.....	212, 443	229, 192
.....	250, 827	270, 469
.....	121, 175	64, 118
.....	56, 736	58, 367
.....	53, 374	41, 913
am.....	276, 125	274, 593
.....	83, 313	91, 156
.....	70, 498	51, 091
.....	154, 342	164, 982
.....	27, 014	30, 306
.....	227, 413	236, 905
bopped .....	19, 372	21, 371
.....	18, 929	19, 452
.....	65, 941	72, 695
.....	71, 064	82, 976
ifactured.....	18, 713	17, 644
.....	20, 912	22, 083
manufactured .....	65 353	66, 611

ut showing the exportations from Switzerland during the years 1866 and 1867.

Description.	1866.	1867.
	Quintals.	Quintals.
ion of different merchandise .....	1, 192, 280	4, 362, 432
ing are the principal ar icles :		
d manufactured .....	260, 800	307, 109
.....	251, 076	296, 774
.....	54, 509	53, 283
.....	60, 872	63, 879
lk goods .....	55, 065	47, 538
.....	9, 712	7, 917

through Switzerland amounted to 1,060,655 quintals in 1866, and to 1,427,705 quintals in 1867.

ZÜRICH.—CHARLES A. PAGE, Consul.

MARCH 31, 1868.

showing the description and value of the exports from this port to the United States for the quarter ended this day.

.....	\$3, 684, 832 80
ls.....	49, 129 80
l.....	221, 074 96
.....	86, 570 10
h.....	30, 441 81
icles.....	50, 482 06
.....	101, 733 40
rials.....	25, 188 38
.....	7, 695 60

Textures.....	\$3, 045 70
Dye, colors, pencils, &c.....	1, 204 90
Cheese.....	1, 954 55
Muslins.....	6, 395 60
Silk cottons.....	5, 304 10
Silk fabrics.....	12, 457 00
Wine, &c.....	1, 923 35
Embroidered gloves.....	2, 476 90
Horse-hair plaits.....	5, 152 45
Girdles.....	1, 772 75
<hr/>	
Total for quarter ended March 31, 1868.....	4, 292, 836 41
Total for quarter ended June 30, 1868.....	2, 391, 733 90
Total for quarter ended September 30, 1868.....	3, 564, 322 03
<hr/>	
Total for nine months.....	10, 254, 892 64
<hr/>	

OCTOBER 20, 1868.

The late inundations in Eastern and Southeastern Switzerland and in the adjoining lake region of North Italy prove to have been unprecedentedly disastrous. They have been higher, of longer duration, and the devastation has been much greater than any in the same localities of which there is any record, or even tradition. The inundations of 1834 were the most devastating of which there was then any record, as those of 1814 were of any previous ones; but these of 1868 have been much more terrible than those. The destruction they have wrought is of such magnitude as to be, in fact, a national calamity, like war or pestilence.

I therefore deem it proper, especially as they have occurred within this consular district, to transmit, as follows, an account of them, which is as full and accurate as I am now able to compile :

There had been heavy but intermittent rains on the south side of the Alps, in Canton Tessin and Graubunden (Grisons,) for several days previous to September 27. At the same time a severe storm raged in Tyrol, and beat up to the eastern border of Switzerland, which rendered newly completed Austrian railroad over the Brenner Pass, no longer impassable. These storms tended southwestward along the main chain of the Alps, and for some days seemed to spend their violence upon the west side, as if unable to climb over except in fitful showers, so that until September 27, while the head-waters and tributary torrents of the Rhine of the streams which seek the Italian lakes were much swollen, there were no apprehensions of disaster. The route over the Brenner Pass was interrupted for a few days only, and the damage east of Switzerland was confined to the roads. The first catastrophes were on the night of the 27th of September, when in all that part of Switzerland south of the summit of the Alps, which includes part of Canton Graubunden and all of Canton Tessin, there seemed to be a veritable deluge, the torrents coming in immense quantities upon the accumulated snows of the mountains, and thereby adding to their volume, were precipitated in thousands of torrents into the narrow defiles, whose rivulets they immediately transformed into impetuous rivers, seeking the lower valleys and plains bordering upon Lakes Como, Lugano, and Maggiore. A tremendous storm had already raged in these valleys and plains, and was already taxing to its utmost their capacity for passing the waters into the lakes, so that when the streams from the mountains burst upon them they were almost instantly whelmed by a vast raging sea charged with dismay and disaster. I make the following extract from the preamble to an appeal for assistance, addressed October 1, by the

Canton Tessin, to their countrymen. The translation is a

On the 27th to the 28th of September our canton was struck with a terrible tremendous volume of diluvian water was poured into the valleys of , Riviera, Vernasca, and Maggiore. This flood was accompanied by sound, the fall of trees and avalanches of earth and rocks, so that all the rival each other for devastation. All the beautiful country, which from Ticino and Olivone to Biasca, is now unrecognizable, and is nothing but Roads, bridges, and dikes are destroyed; houses, barns, and mills have been in pieces; the rich forests, the fertile fields, the vineyards yesterday so verdant have disappeared. The cattle have perished by thousands, and the conster-

by the loss of more than fifty human beings, some of them surprised to find themselves the victims of their devotion in trying to carry help to their neighbors and mothers of families, whose piteous remains have been crushed by the flood, or borne away by the waters, or mangled under the avalanches. It is impossible to express anything that the imagination can conceive. Thousands of human beings were killed by the flood, and a very considerable number of them are reduced to a state of misery, without shelter, without clothing, without food, and many famished for want of natural food. All the torrents overflowing their banks and bursting their dikes in an instant transformed into rivers. The Tessin, descending from the mountains and flowing through the vast plains of Bellinzona and of Magadino, has become a lake extending from one chain of mountains to the other. The force of waters bore in its course the miserable remains of buildings, and, more sorrowful still, the bloody and mutilated remains of human beings, which at this moment cannot be calculated, will certainly amount to thousands. As the waters are not beginning to recede; on the contrary, the rain continues to fall, spreading everywhere misfortunes and dismay.

It is noted that the foregoing extract was published October 1, three to four days before the waters began to subside in the valley referred to, and that it relates to Canton Tessin only. The snow on the mountains came several days later, but were not without effect. On October 1 they seemed to have burst over the Alps and to have gained rather than lost force, and continued to descend nearly a week. By that day (October 1) communication between Switzerland and Italy by all the well-known routes had ceased. The Great St. Bernard, the Lukmanier, the St. Bernardino, the St. Gotthard, and the great St. Bernard, were alike impassable. Numbers of travellers were swept away, and in many places land slides of rocks slipped from the mountain sides and filled and covered the valleys. They poured over them into the torrents below. But the destruction of these costly roads was nothing when compared to the destruction and desolation wrought in the valley; for the Rhine, from its rise in Canton Graubunden to where it passes into Lake Geneva, the Rhone from where it issues from out the Rhone Glacier, and the Reuss from its rise in the St. Gotthard Glacier, these rivers and all their hundred mountain tributaries rose above their banks or burst their dikes. The Rhine in Canton Graubunden and St. Gall; the Reuss, Canton Uri; the

Valais; and these cantons have suffered equally with those as recounted in the extract I have quoted, with the difference of having had longer warning, there was less loss of life. It was a greater volume of water, and rose much higher than has been known. Its head-waters, say from the town of Splügen to Chur, (between which is the famous Via Mala,) carried away houses supposed to be too high to be endangered by flood, and the soil from thousands of little patches of till-ten to forty feet square, carefully terraced upon the sharp hillsides which had been the work of generations. From Chur to the sea, a distance of fifty miles, the Rhine valley is much wider than two to six miles wide. All this distance the river has

been carefully diked for hundreds of years, and its very bed is usually level with the fields on either side. But a few years since these dikes were under the best engineering skill rebuilt, made higher and stronger. But now, while they have proven to be strong enough, they are proven to be not high enough, for the river overflowed them for miles and miles. On its subsidence they were found to be intact, but thousands of fertile acres, where wheat and Indian corn, grapes and other grains and fruits, had been produced in marvellous perfection and profusion, are now a desert waste. A deposit of sand, gravel, large stones, slimy mud, and other *débris* has made them unfruitful for many years, even if they shall ever be restored. There are acres covered from five to ten feet deep with this deposit. During the last century a delta of several thousand acres had been formed where the Rhine enters into Lake Constance; and although but a few feet above the lake, was supposed to be protected by the river dikes from the waters, and the land already pastured and tilled was becoming year by year more fertile. This has been flooded and almost ruined. Two entire villages, each of two or three hundred inhabitants were swept completely away, leaving not a vestige behind; houses, gardens, and even the cemeteries with their dead were borne away by the waters. At no place was the destruction more complete than at Ragatz, the famous "cure" and watering-place, where the Tamina, noted for its hot-springs and "George Pfäeffers," joins the Rhine. There the inhabitants, more than a thousand, were driven from their habitations, and remained on the hill-sides, wanting in shelter and food, and isolated by the waters from all communication for five days before the waters subsided and help came.

In the valleys of the Reuss and the Rhone the destruction was of the same character, but these valleys are not so large nor so fertile and populous, and hence fewer people have suffered, and the money estimate of the damage is not nearly so great. Still those on whom the calamity fell suffer equally with those in Cantons Tessin and St. Gall. During these inundations it was my fortune to be detained water-bound in a village on the Rhone, some twenty miles from its source, for five days, unable to go in any direction. At that point the river rose eleven feet in six hours, and submerged meadows, orchards, and fields rich with the harvest, which the day before one could not imagine to be in danger from the waters of the "arrowy Rhone." Before leaving I saw with how much ruin its waters could be fraught. For three days I saw several hundred men engaged, like so many wreckers, in snatching from the turbulent current immense piles of drift-wood, logs, and lumber from the saw-mill above, fragments of houses and trees torn from the banks, all battered by their headlong descent among rocks and over water-falls. And when I was able to proceed down the valley to Lake Geneva, I saw wide tracts of land devastated, swept, and covered with *débris*, rendered useless for years; saw dikes broken or overflowed, and villages where many houses were still a story deep under water.

The official report upon the inundations of 1834 estimated the property destroyed by them at seven million francs. Those of 1868 have probably destroyed property to the amount of fifteen million francs, or three million dollars. The authorities of Canton Tessin, under date of October 16, estimate the destruction in that canton at five million francs. If the newspapers may be believed, Cantons Graubunden and St. Gall have each suffered nearly as much as Tessin, and Cantons Uri and Valais say half as much. The loss of life is from seventy-five to eighty. Besides those, there are the losses in Northern Italy, which are stated at thirty lives and six million francs. So that the entire loss by the

oods is not less than one hundred lives, and property from twenty to twenty-five million francs.

But it should be understood that the loss of property bears no ratio to the amount of destitution and suffering which it involves; is no measure of the hardships which must result from it. It has not fallen upon wealthy individuals or corporations, but upon the poor. A very large proportion of those among whom it is distributed have lost everything they possessed. The property of whole communities, where nine out of ten of the families were already but one remove from destitution, is gone.

One who has never seen it can never possibly imagine what the life of the Swiss mountaineer actually is. He lives in narrow gorges between mountains crowned with eternal snows. His winters are eight months, his summers four months long; he has no spring and no autumn. He lives in a small rude structure, half house half stable, close to the torrent that rushes down his valley. He or his ancestors have terraced a few liliputian patches, and on their backs brought soil to them, which year by year he fertilizes with manure scraped from the roads, and which produce for him at the best only a few potatoes. He owns a few goats, a few sheep, and two or three cows; for the winter food of these he employs half his summer in bringing on his back from little and almost inaccessible grass plats above him a supply of hay; so short and fine does it grow in those altitudes and so close to the rocks that one might almost call it moss. The other half of his summer is consumed in gathering fuel for the winter. His wife and children meanwhile cultivate the potatoes and other scanty vegetables, and tend the flocks. He barely exists, he does not live. His battle for existence is with the elements, with the most inhospitable conditions of nature, and it is a constant battle, and a battle which, when won, yields him but a bare existence, compelled by vigilant and ceaseless labor from cold and ice, rocks, and barrenness, and all this under the ever-impending peril of avalanches, land slides and floods. And now a flood has come, and his flocks, his fuel, his food for flocks and family, the very paths and roads by which he had procured a part of these, and the very soil where the rest had grown, are in a night swept away. The value in money of what he has lost may not be more than one or two hundred dollars, but deprived of it he is left a helpless beggar. Unless he forsakes his family and goes to the cities, to which he is a stranger, there is left to him not even the opportunity of utilizing his labor. He can earn nothing. The very roads by which he would go forth, even the steep paths by which he was wont to procure fuel, are destroyed. Moreover, winter is setting in—a season always hard for him to endure. Nor has he any hopes of next year's summer; his all is gone, and the possibility and hope of regaining it is also gone. It is upon such a population that the burden of the calamity has fallen; hence my remark that the figures of the loss by no means measure the disaster. Again, in many instances whole communities are sufferers, so that no one is able to help another. In connection with the floods, the Swiss authorities and journals call attention to another fact, namely, that perhaps ten thousand dwellings which still stand have been flooded one and two stories; that this season of the year they cannot be dried, and that therefore to live in them is to invoke fevers, rheumatisms, and other similar diseases. Already sickness of these types is reported as having broken out in the stricken districts to an extent that almost amounts to an epidemic. The means taken by the citizens and authorities of Switzerland for giving succor to those made destitute by the inundations are very creditable to the Swiss character. The communities and cantons upon which the calamity has been visited have appropriated liberally from the public



funds, and in response to their appeals subscriptions and appropriations from public moneys are being made by the other cantons. Committees have been formed in every considerable town to canvass for help; clothing and food, as well as money, are solicited all over Switzerland. It is probable that an appropriation for relief of the sufferers will be made by the federal council at Berne. The Kings of Prussia, Wurtemberg and Bavaria have sent in the aggregate 50,000 francs, and several cities in their countries have already contributed generously. It is stated authoritatively that 500,000 francs (\$100,000) will be required to prevent starvation the coming winter; and it is a relief to know that this amount is already assured from different sources of public appropriations and private benevolence, the latter partly outside of the country. Appeals have already been issued to Swiss citizens abroad, and undoubtedly the Swiss consuls in the United States will be charged with the duty of receiving and transmitting such contributions as may be made in their several districts.

Statistics show that during the last one hundred years or more the storms and inundations have been constantly increasing in violence. The fact is ascribed to several causes, the principal one being the constant disforestation of the mountains, which has been carried on for many years. For centuries each generation has gone a little higher or a little wider for fuel and lumber, and so contributed to denude the mountains. But the very day that those last floods struck canton Uri, a leading citizen of that canton told me with some pride how the cantonal authorities had increased its revenues within the last few years by making access to and felling forests theretofore regarded as inaccessible.

I believe it was the Hon. George P. Marsh who, in an elaborate work some years ago, pointed out how climate is injuriously affected by the removal of forests, and in a manner so striking and convincing as to attract the attention of several of the continental governments to the subject, and to cause them to take steps to increase the acreage given to woodland. In several of the cantons of Switzerland the laws prohibit a proprietor from cutting down a tree, large or small, without planting another the same season, and in others he has to obtain the consent of the authorities even to make such exchange of an old tree for a sapling. But no such wholesome rule has been enforced in the more mountainous cantons.

Mr. Marsh's theory, that a general removal of the forests in any country subjects it to the two extremes of flood and drought, has now, I believe, become universally accepted, and its importance is acknowledged to be as great as he originally contended. The press of this country is now demanding that the federal government shall cause the entire country to be rewooded, at least to the extent it was fifty or one hundred years ago, and I do not doubt that a great deal will at once be done to that end.

Since I have been writing this I have seen a statement to the effect that 1,000,000 francs have been already subscribed for the relief of the sufferers who have suffered by the inundations, and that it is in contemplation not to cease efforts until that sum shall be increased to 4,000,000 francs (\$800,000).

# ITALY.

FLORENCE.—T. B. LAWRENCE, *Consul General*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day :*

	Italian lire.
raw goods.....	591,562 54
paintings and frames.....	78,166 26
marble statuary.....	51,910 00
Total for quarter ended December 31, 1867.....	721,638 80
Total for quarter ended March 31, 1868.....	646,644 34
Total for quarter ended June 30, 1868.....	558,669 94
Total for quarter ended September 30, 1868.....	814,971 76
Grand total.....	2,741,924 84

NOVEMBER 21, 1868.

\* \* \* \* \* The superficial area of the productive soil of Italy is, in round numbers, 23,000,000 hectares,\* of which arable land comprises 11,000,000; woods and forests, 4,000,000; olive orchards, 50,000; pasturage, 5,500,000; meadow land, 1,200,000; chestnut plantations, 600,000; and rice grounds, 150,000. Grain is raised upon about one-half of the cultivated land, the present annual production being estimated at 70,000,000 hectoliters,† of which 35,000,000 consists of wheat, 16,000,000 of Indian corn, 1,500,000 of rice, and the remainder of rye, barley, and oats. The average crops of cereals are, however, insufficient for consumption, and the last year's importation amounted to 300,000 hectoliters. After the cereals, olive oil occupies the highest rank among the agricultural products of Italy, constituting as it does a necessary article of food with the great mass of the population by supplying the place of butter, and at the same time an important and valuable item of export. The last annual statistics show the produce of olive oil for the year to have amounted to within a fraction of 200,000,000 hectoliters, the value of the oil exported during the same period being represented by 90,000,000 francs. Although the process of refining oil has of late years undergone much improvement in some localities, yet the old-fashioned methods of extraction are still extensively employed, and consequently much of this article is refined a second time in France and shipped thence to foreign countries as "French" oil.

The quantity of wine now made annually averages 30,000,000 hectoliters, most of which is consumed within the kingdom, although Great Britain, Austria, and South America take a small amount. Some improvement over former years, both in the cultivation of the grape and the manufacture of wine, is manifest, but very much remains to be accomplished by the Italians in these particulars before their wines can rival in foreign markets those of France. With a soil and climate in the opinion

\* 2½ acres.

† 22 imperial gallons.

of "experts" fully equal to the vine-growing regions of the last-named country, and admirably adapted to its culture, the failure on the part of Italian agriculturists to develop this prolific source of wealth by means of judicious cultivation and skilled labor is certainly remarkable.

The exportation of oranges, lemons and almonds from Sicily is exceedingly profitable, the annual valuation of the exports of the two former reaching the sum of 40,000,000 francs, and of almonds 7,000,000, a large portion of these shipments being made to the United States.

Of madder and sumac, the growth of the southern provinces and of Sicily, 50,000,000 kilograms\* are annually sent abroad.

There are thirty-four iron mines now worked in the kingdom, producing an annual average of 1,500,000 metrical quintals† of ore; fifteen lead mines with a yearly production of 160,500 metrical quintals; twenty-two copper mines from which are annually extracted 32,000 tons of ore, four mines of mercury, and one of zinc. No less than fifteen varieties of marble are quarried, the annual value of that exported from the district of Carrara alone amounting to upwards of 10,000,000 francs.

In this connection I may mention the "*pietra dura*," or Florentine mosaic, in the production of which there are engaged in the city, besides the Royal Manufactory, ten private establishments, whence specimens of this tasteful handicraft, ranging in design from table tops to brooches, are sent in large quantities to the United States as well as to various parts of Europe. The mean annual quantity of sulphur now obtained is reckoned at 2,300,000 metrical quintals, of which the Island of Sicily yields three-fourths. Of this article there were exported in 1866, 66,000 tons to Great Britain, 38,000 tons to France, and 80,000 tons to other countries. Salt is obtained extensively in many localities of the peninsula and of Sicily, from salt marshes, salt mines, and salt springs, the yield during 1866 being 3,883,981 metrical quintals, with a value of 3,508,000 francs. All salt works excepting those in Sicily are the property of the state, some of them being worked directly by the government, and others managed by contractors; as a government monopoly, the price of salt is fixed by royal decree, and at the present time at so high a rate that the consumption of the inferior qualities used in agriculture and the curing of fish is deemed to be seriously checked, to the injury alike of the national industry and of the public revenue.

The production of wool is small, as, according to estimate, there are in the country less than 9,000,000 sheep, yielding on an average not more than one kilogram of wool per head. The total quantity of woollen and worsted yarn spun annually is reckoned at 8,950,000 kilograms, and the value of the woollen cloth manufactured, (generally of inferior quality,) at 66,000,000 francs, 240,000 persons being employed throughout the kingdom in this pursuit. Cotton has latterly been cultivated to some extent in Calabria, Sardinia, and Sicily. The kingdom contains 200 spinning mills, with 450,000 spindles, producing annually 144,000 metrical quintals of yarn valued at 35,000,000 francs. Cotton cloth is almost entirely woven by means of the hand loom, the annual value of this fabric being estimated at 80,000,000 francs. The statistics of the silk trade show that the number of looms now at work in Italy are 20,000, Geneva and Como being the chief centers of the manufacture, and that the last yearly produce of the "throwing mills" was 2,721,759 kilograms, the value of which is computed at 196,500,000 francs.

The plaiting of straw hats and bonnets is an extensive branch

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\* Two and one-fourth pounds avoirdupois.

† One hundred kilograms.

ustry, monopolized almost entirely by the district immediately con-  
ions to Florence, the peasantry, especially women and children,  
ting the straw braids by hand, the business houses of their employ-  
being generally located in the city itself. Owing to the fact that the  
urns of the Italian custom-house straw hats are not now distinguished  
n those made of other materials, I am unable to obtain the present  
iation of the straw fabrics exported. In 1860, however, the amount  
computed at about 15,000,000 francs, of which the exportations to the  
ted States were of the value of nearly 3,000,000 francs.

he present production of hemp is 500,000, and of flax 135,000, metri-  
quintals per annum, of which the fabrics woven during the last year  
he 120,000 looms in the kingdom amounted in value to 60,000,000  
res.

ace is woven in large quantities at Genoa, Venice, in parts of Lom-  
dy, and in the southern provinces.

he manufacture of embroideries and trimmings is extensive, and the  
rly production of ecclesiastical ornaments alone (made principally at  
an for the supply of Italian churches, and for exportation to Austria  
l Switzerland) amounts in value to about 800,000 francs.

lass beads of every description are made in immense quantities at  
nice and at the neighboring island of Murano, whence they are sent to  
parts of Europe and the East. In this manufacture there are not less  
n 5,000 persons employed.

here are 536 paper mills throughout the kingdom, their annual con-  
ption of rags being 376,000 metrical quintals, and the value of the  
er. 28,000,000 francs. The paper exported amounts in value to  
00,000, and that of the importation to 2,100,000 francs.

he coral fishery employs about 400 boats, and upwards of 2,500 men  
l boys. This valuable article of ornament is wrought to some extent  
the cities of Genoa and Leghorn, but chiefly at Naples, where it forms  
table article of trade and commerce. \* \* \* \*

GENOA.—O. M. SPENCER, Consul.

DECEMBER 31, 1867.

Statement showing the description and value of the exports from this port to  
the United States during the quarter ended this day.

	Francs.
ble.....	71, 406
and pumice stone.....	6, 190
gree.....	5, 440
.....	99, 080
ee, &c.....	11, 980
erved citron and fruits.....	7, 450
to.....	46, 430
to.....	11, 740
al.....	4, 040
um of tartar.....	18, 750
er.....	2, 450
stnuts, &c.....	8, 830
ron.....	3, 780
ellaneous goods.....	30, 880
Total for quarter ended December 31, 1867.....	328, 446
Total for quarter ended March 31, 1868.....	452, 200
Total for quarter ended June 30, 1868.....	494, 800
Total for quarter ended September 30, 1868.....	536, 015
Grand total.....	1, 811, 461

I have the honor herewith to submit the annual commercial report for this consulate for the year ended September 30, 1868.

The arrivals and departures of American vessels at this port during this period were: Arrivals, 39; departures, 37. During the last corresponding year there were 19 arrivals and 19 departures, so that it will be seen that the commerce between the United States and Genoa in American bottoms has exactly doubled, and I may add that there is every indication of its steadily increasing.

You will find entered a statement (E) of the arrivals of vessels of all classes at this port during the consular year 1868, together with statements of imports and exports (A and B) from October, 1867, to October, 1868, as compared with those of the same period last year.

Statements C and D relate to the imports of petroleum and the exports of marble in blocks, showing an aggregate of something near four million gallons of the former and 19,137 tons of the latter.

The value of the produce of cotton of late years in Italy is estimated at about fifty millions of francs annually. A large proportion of the raw cotton comes from America. Genoa being the principal port of entry for this staple, every year 10,000 workmen, employed in 200 factories, work up 144,000 quintals, representing 35,000,000 francs. Lombardy and Piedmont are the provinces in which the spinning and weaving have made the greatest progress.

The harvests have been unusually abundant this year everywhere throughout the peninsula, while the grape crop has been something extraordinary, especially in Piedmont and Sicily.

The number of invoices certified at this consulate during the past year have been 235, representing a value of 1,843,599.88 francs.

The duties on imports remain substantially the same, so far as I am advised, with the exception of that on lard, which has been greatly reduced. It is now one franc per one hundred kilograms.



*showing the description, quantity, and value of the exports from Genoa to the United States for the years 1867 and 1868.*

Description.		Quantity.		Value in 1868.
		1868.	1867.	
or bottles	galls.	426, 750	332, 000	\$30, 000
	galls.	2, 464, 000	201, 500	934, 300
d essences	lbs.	26, 900	6, 200	126, 000
d preserves	lbs.	243, 000	148, 700	97, 000
	lbs.	204, 500	37, 000	90, 000
	lbs.	1, 195, 800	502, 000	186, 000
	lbs.	440, 000	351, 000	80, 000
	lbs.	29, 000	13, 500	5, 000
	lbs.	3, 944, 000	1, 859, 600	
	lbs.	2, 132, 000	187, 000	
	lbs.	4, 625, 000	2, 720, 000	
	lbs.	1, 095, 000	1, 020, 000	200, 000
nd salt	lbs.	1, 022, 800	1, 187, 000	182, 000
	lbs.	492, 000	412, 000	100, 000
	lbs.	325, 000	213, 500	86, 000
	lbs.	1, 672, 000	1, 065, 000	330, 000
	lbs.	246, 700	223, 000	
	lbs.	8, 520, 000		650, 000
	lbs.	132, 000	64, 000	120, 000
	lbs.	267, 000	258, 000	2, 000, 000
	lbs.	25, 000	20, 000	226, 000
nd pulse	bush.	1, 226, 695	739, 100	3, 000, 000
	bush.	2, 119, 860	1, 297, 000	6, 000, 000
	lbs.	21, 658, 000	3, 454, 000	400, 000
	lbs.	12, 436, 000		560, 000
	lbs.	430, 900	219, 000	
	lbs.	5, 408, 000	4, 747, 000	
	No.	39, 500	27, 900	31, 000
	lbs.	9, 190, 000	7, 735, 000	800, 000
	lbs.	3, 755, 000	965, 000	
	lbs.	2, 435, 000	3, 406, 000	100, 000
	lbs.	1, 300, 000	1, 200, 000	
es	tons.	19, 000	42, 500	
l in cases	tons.	5, 900		
	tons.	847	489	
	lbs.	1, 386, 000	584, 000	

*showing the description, quantity, and value of imports into this port for the years 1867 and 1868.*

Description.		Quantity.		Value in 1868.
		1868.	1867.	
or bottles	galls.	716, 240	1, 222, 600	\$183, 000
her spirituous liquors	galls.	316, 000	755, 900	29, 000
	galls.	253, 750	481, 871	351, 000
kinds	galls.	410, 765	970, 153	170, 000
	lbs.	10, 683, 140	10, 278, 700	1, 800, 000
	lbs.	810, 800	730, 000	150, 000
	lbs.	614, 300	545, 800	216, 000
	galls.	1, 316, 244	1, 726, 300	610, 000
	lbs.	51, 329, 000	55, 858, 000	3, 716, 000
	lbs.	12, 010, 000	14, 800, 000	2, 445, 000
dlgo	lbs.	6, 491, 000	8, 620, 000	580, 000
	lbs.	583, 500	778, 000	236, 000
	lbs.	634, 000	478, 800	50, 000
oil seed)	lbs.	1, 851, 854	1, 763, 677	40, 000
	lbs.	410, 800	1, 166, 400	239, 000
	lbs.	9, 500, 000	11, 600, 000	459, 000
	lbs.	4, 216, 000	5, 586, 000	277, 000
	lbs.	378, 600	261, 300	668, 000
	lbs.			42, 000
undressed	lbs.	35, 600	187, 000	2, 000
dressed	lbs.	1, 894, 000	2, 079, 000	1, 331, 000
manufactured	lbs.	563, 000	536, 000	595, 000
	lbs.	20, 800, 000	24, 795, 000	3, 000, 000
	lbs.	2, 858, 000	2, 924, 000	
actured	lbs.	2, 639, 000	2, 612, 000	

B.—Statement showing the description, quantity, and value of imports, &c.—Continued.

Description.	Quantity.		Value in 1868.
	1868.	1867.	
Wool.....lbs.	6, 005, 000	8, 034, 000	.....
Flannel.....lbs.	7, 496, 000	8, 604, 000	.....
Silk, raw.....lbs.	65, 000	75, 000	.....
Silk, manufactured.....lbs.	143, 000	120, 000	.....
Corn and grain.....bush.	127, 000	2, 416, 000	.....
Oats.....bush.	23, 780	205, 000	.....
Flour.....lbs.	3, 296, 700	4, 095, 000	.....
Charcoal.....lbs.	223, 000	113, 000	.....
Mercery and hardware.....lbs.	636, 000	335, 000	.....
Machinery.....tons.	2, 000	.....	\$800, 000
Rags.....lbs.	1, 730, 000	1, 406, 000	.....
Iron, pig.....tons.	7, 952	18, 000	.....
Iron, wrought.....tons.	31, 809	29, 512	.....
Brass and copper.....tons.	2, 906	1, 109	.....
Lead.....tons.	16, 266	1, 120	.....
Coal.....tons.	905, 200	1, 166, 800	.....
Earthenware and porcelain.....lbs.	2, 722, 000	2, 100, 000	.....
Glassware.....lbs.	5, 914, 000	15, 226, 000	.....
Tobacco.....lbs.	19, 391, 000	16, 156, 000	.....

C.—Statement showing the importation of petroleum into Genoa from October, 1867, to September, 1868.

Date.	Where from.	Quantity.	
		Bbls.	Cans.
October, 1867.....	Marseilles.....	245	.....
November, 1867.....	Marseilles.....	659	.....
November, 1867.....	Liverpool.....	800	.....
November, 1867.....	United States.....	13, 601	.....
December, 1867.....	Marseilles.....	1, 632	2, 000
December, 1867.....	Glasgow.....	115	.....
January, 1868.....	Marseilles.....	1, 573	.....
March, 1868.....	United States.....	.....	.....
March, 1868.....	Under American colors.....	2, 163	.....
March, 1868.....	Under other colors.....	3, 902	.....
April, 1868.....	Under American colors.....	.....	5, 300
April, 1868.....	Under other colors.....	2, 768	.....
May, 1868.....	Under American colors.....	2, 014	.....
May, 1868.....	Under other colors.....	3, 856	7, 000
June, 1868.....	Under American colors.....	.....	.....
June, 1868.....	Under other colors.....	5, 958	4, 700
July, 1868.....	Under American colors.....	6, 443	41, 000
July, 1868.....	Under other colors.....	.....	.....
August, 1868.....	Under American colors.....	5, 056	11, 000
August, 1868.....	Under other colors.....	6, 055	22, 300
September, 1868.....	Under American colors.....	6, 529	17, 000
September, 1868.....	Under other colors.....	7, 796	2, 300
Total for year.....	.....	71, 183	120, 100

D.—Statement showing the exportation of marble in blocks from the port of Genoa from October, 1867, to September, 1868.

	Tons.
United States.....	8, 900
England.....	5, 500
Antwerp.....	1, 400
Hamburg.....	200
France.....	1, 500
Different ports of the Mediterranean and others, about.....	2, 100
Total for the year.....	19, 100

statement showing the number and tonnage of vessels arrived at Genoa during the year 1868.

Nationality.	No.	Tons.
STEAMSHIPS.		
.....	1, 272	272, 762
.....	859	239, 938
total .....	2, 131	512, 700
SAILING VESSELS.		
.....	3, 060	369, 268
.....	654	153, 781
total .....	3, 714	523, 049
total sailing and steam vessels .....	5, 845	1, 035, 749

SPEZZIA AND LERICI.—W. T. RICE, *Consular Agent*.

DECEMBER 9, 1868.

I have the honor to inclose a statistical report concerning the commerce of the ports of Spezzia and Lerici for the year 1868, the latter port being comprised within this consular jurisdiction, viz:

- Report of the leading imports at the port of Spezzia.
- Report of the leading exports from the port of Spezzia, with summary.
- Report of the leading imports at the port of Lerici.
- Report showing the leading exports from the port of Lerici, with summary.
- Total summary.

In connection with the above reports received from the custom-house authorities of both places, it is necessary for me to state that a large quantity of articles of foreign growth or manufacture used here, either in commerce or for consumption, reach by railroad either from Genoa or Leghorn.

I also inclose a combined report of vessels entered at and cleared from the ports within the department of Spezzia during the years 1867 and 1868, showing their nationality, aggregate tonnage, with or without cargo, &c. The port and anchorage charges, &c., for foreign vessels is, as last year, about twenty-three cents per ton.

The Anglo-French Company, proprietors of the lead foundery at Pera, situated on the eastern side of this gulf, were last year obliged to compound with their creditors, and this extensive foundery has passed into the possession of another party, chiefly English. The cause of the failure of the former proprietors, I learn, was their great outlay, bad management, and the very high export duty upon the lead.

The present proprietors have adopted a new system, and dispose of all the lead in Italy. Within the last six months they have received from the mines in the island of Sardinia 4,600 tons of ore, of which 3,792 tons have been smelted. The ore consists of three different qualities as follows: First quality "galena" yields eighty-two per cent. of lead and yields of silver to the ton of ore; "galena," from a different mine, second in quality, yielding from sixty-one to seventy-seven per cent. of lead and contains from 220 to 440 grains of silver per ton of ore. The

chief proprietor and overseer of the works writes me, under da November 15, 1868, as follows :

The quantity of lead sold within the last six months amounts to 2,308 tons, al to the various ports of Italy. The whole of the produce of the works at Pertu sold within the kingdom, as the duty of eleven francs per ton upon all lead ex renders it impossible for the proprietors to extend their operations beyond the li Italy. During the last six months we have produced 959 kilograms of silver, which were shipped to and disposed of in France.

I have the honor of furnishing you the above statements, having rec many applications for information on the subject from Americans. city wharves are almost completed according to the first plan prop and vessels drawing not over seventeen feet water can now discl their cargoes alongside. They do not, however, suffice for the incre commerce of this place, and another comission has been appoint order to propose a plan whereby they, as also the breakwaters, m considerably lengthened.

The works, in connection with the great national navy yard at place, are progressing magnificently, the present ministry doing : their power to promote and encourage this grand work. Ad Riboty, the present minister of the navy, comes here in person al every week or fortnight to inspect, and, by his endeavors, advanc completion.

*Statement showing the description, quantity, and value of the leading im into the port of Spezzia during the year 1868.*

Acid, muriatic, 25,926 kilograms.....	1
Acid, nitric, 409 kilograms.....	
Antiquities, 90 kilograms.....	
Beer, 110 liters.....	
Beef, salt, 430 kilograms.....	
Buttons, woolen, 6 kilograms.....	
Bran, 2,400 kilograms.....	
Biscuits, ship, 40 kilograms.....	
Books, printed and bound, 15 kilograms.....	
Bonnet, 1.....	
Basket-work, 320 kilograms.....	
Bricks, 6,000.....	
Bottles, 175 kilograms.....	
Cocoa, 259 kilograms.....	
Coffee, 15,403 kilograms.....	
Confectionery, 11 kilograms.....	
Carbonate of soda, 1,620 kilograms.....	
Carpets, woolen, 1 kilogram.....	
Colors, 3,584 kilograms.....	
Chocolate, 1 kilogram.....	
Candles, stearine, 18 kilograms.....	
Cheese, 552 kilograms.....	
Cotton tissues, 275 kilograms.....	
Charcoal, 30,000 kilograms.....	
Clocks and watches.....	
Copper and brass, 6,313 kilograms.....	
Chalk, 800 kilograms.....	
Coal, 7,044 tons.....	2
Crockery, common, 2,985 kilograms.....	
Crockery, majolica, 578 kilograms.....	
Crockery, porcelain, 402 kilograms.....	
Drapery articles, 1,461 kilograms.....	1
Eggs, silkworm, 2 kilograms.....	
Earthenware tiles, 37,540 kilograms.....	1
Fruits, acids, kinds, 140 kilograms.....	
Fruits, fresh, 174 kilograms.....	
Fruits, dried, 125 kilograms.....	
Fruits, preserved, 456 kilograms.....	

	France.
rease, 3,816 kilograms.....	1, 908
ign kinds, 1,889 kilograms.....	868
nd, dyed, 176 kilograms.....	1, 056
l, raw, 1 kilogram.....	4
l, bleached, 124 kilograms.....	770
, 98 kilograms.....	105
, 2.....	40
rticles, 0.15 kilograms.....	50
ather, 12 pairs.....	12
rious sorts, 227,779 kilograms.....	45, 550
oking, 53 kilograms.....	106
es, 2,616 kilograms.....	2, 660
, 681 kilograms.....	476
w and dried, 104 kilograms.....	136
.....	30
ber, 507 kilograms.....	2, 580
ta, musical, 52.....	730
ta, surgical.....	172
, 91,505 kilograms.....	54, 903
material, 265,692 kilograms.....	132, 846
ked, 2,235 kilograms.....	1, 560
. 85 kilograms.....	68
t, 11,338 kilograms.....	7, 802
ements, 742 kilograms.....	1, 187
rticles of, 20 kilograms.....	100
imon, 346,500 kilograms.....	6, 930
nch hydraulic, 220,000 kilograms.....	9, 800
53 kilograms.....	53
, various, 4 kilograms.....	90
s, 447 kilograms.....	804
y and engines, 6,870 kilograms.....	15, 400
res.....	870, 000
2,600 kilograms.....	3, 400
hionut, 1,277 kilograms.....	702
d, 7,978 kilograms.....	4, 786
eed, 6,500 kilograms.....	7, 830
al purified, 4,880 kilograms.....	1, 710
ime, 216 kilograms.....	21
ead, 11,420 kilograms.....	1, 142
nd peppermint, 80 kilograms.....	80
arious, 16 kilograms.....	24
ilograms.....	11
12 kilograms.....	233
tal.....	740
refined, 120 kilograms.....	26
ined, 176 kilograms.....	61
otic, 450 kilograms.....	405
mmon, 13,000 kilograms.....	104
egeable fiber, 52 kilograms.....	8
ined, 78,719 kilograms.....	43, 847
refined, 17,429 kilograms.....	13, 070
of baryta, 423 kilograms.....	330
mon, 469 kilograms.....	328
et, 28 kilograms.....	80
rious, 296 kilograms.....	440
3 kilograms.....	900
es, pure, 7 kilograms.....	680
es, raw, $\frac{1}{2}$ kilogram.....	18
es, mixed, $\frac{1}{2}$ kilogram.....	11
lkerchiefs, 10 kilograms.....	1, 200
; above 5 francs in value, 1.....	10
efined, 3,939 kilograms.....	1, 370
nd, similar, 21,070 kilograms.....	630
8 kilograms.....	2, 478
lograms.....	195
r shipbuilding.....	78, 850
kilograms.....	646
kilograms.....	1, 940
rthenware, 312.....	31



	Franch
Tobacco, 2,1 <sup>6</sup> / <sub>10</sub> kilograms.....	12
Utensils, wooden, 104 kilograms.....	62
Umbrellas, silk, 3.....	54
Vinegar, 5 ettal.....	50
Varnish, various, 202 kilograms.....	360
Vegetables, 570 kilograms.....	20
Wax, sealing, 5 kilograms.....	100
Water, mineral, 64 kilograms.....	20
Wine, 17 <sup>1</sup> / <sub>2</sub> ettal.....	245
Wine, spirits of, 290 ettal.....	2,786
Water, chemical, 225 kilograms.....	184
Wool, 207 kilograms.....	296
Wool tissues, 39 kilograms.....	1,014
Wool lace trimmings, 16 kilograms.....	320
Wheat, 207,779 kilograms.....	41,550
Wood for fires, 158,165 kilograms.....	2,370
Zinc, 2,858 kilograms.....	3,344
Total imported.....	1,752,650

*Statement showing the description, quantity, and value of the exports from the port of Spezzia during the year 1868.*

	Franch
Antiquities, 313 kilograms.....	1,400
Books, printed and bound, 339 kilograms.....	1,240
Basket-work. 304 kilograms.....	227
Caps, woolen, 30 kilograms.....	900
Chestnuts, 140 kilograms.....	20
Coach, 1.....	300
Fruits, green, 4,395 kilograms.....	443
Fruits, containing oil, 35 kilograms.....	7
Flour, 4,644 kilograms.....	836
Furniture, wooden, 523 kilograms.....	500
Grain, various sorts, 299,528 kilograms.....	47,906
Hemp, 350 kilograms.....	140
Implements, wooden, 150 kilograms.....	120
Iron, manufactured, 300 kilograms.....	210
Iron implements and tools, 20 kilograms.....	32
Matresses, woolen, 53 kilograms.....	66
Manganere, 660,000 kilograms.....	132,000
Marble, raw, 11,260 kilograms.....	5,513
Marble, worked, value.....	3,500
Potatoes, 6,350 kilograms.....	254
Stones, worked, value.....	32,000
Vegetables, 7,420 kilograms.....	740
Wine, 38 ettal.....	545
Wheat, 3,228 kilograms.....	500
Wheat, pastry, 45 kilograms.....	20
Willow twigs for baskets, 600 kilograms.....	30
Ware, majolica, 36 kilograms.....	26
Total exports.....	235,574

*Statement showing the description, quantity, and value of the imports into Lerici during the year 1868.*

	Franch
Beer, 2 ettal.....	40
Bread and biscuits, 1,500 kilograms.....	525
Bricks and tiles, 40,243.....	1,006
Coffee, 377 kilograms.....	565
Colors, various, 110 kilograms.....	270
Casks.....	20
Cork, worked, 12 kilograms.....	6

	Francia.
and watches.....	72
and brass, 829 kilograms.....	2,402
common, 256 kilograms.....	2,048
fine, 17 kilograms.....	170
various sorts, 39,700 kilograms.....	3,970
37,000 kilograms.....	66,680
ware and porcelain, 2,775 kilograms.....	1,424
sign sorts, 182 kilograms.....	236
e, wooden, 6 kilograms.....	7
,900 kilograms.....	19,180
panes and bottles, 2,857 kilograms.....	1,507
1,427 kilograms.....	85,600
thread, 2 kilograms.....	6
t, 739 kilograms.....	443
r material, 5,982 kilograms.....	2,990
cked, 2,256 kilograms.....	1,579
plements, 50 kilograms.....	30
th, 9 kilograms.....	56
y, 300 kilograms.....	450
worked, 10 kilograms.....	8
area, value.....	160,000
, 10 kilograms.....	10
kilograms.....	48
ies, 2 kilograms.....	9
arbonate of, 100 kilograms.....	60
teaus.....	10
.....	2
grass, 14 kilograms.....	16
rs for brushes, 78 kilograms.....	23
itive, 5,541 kilograms.....	1,220
ined, 2,058 kilograms.....	1,852
refined, 2,083 kilograms.....	1,562
imon, 430 kilograms.....	300
kilograms.....	5
kilogram.....	2
athern, 2 pairs.....	10
r ship-building, value.....	3,785
urtheuware, 33.....	4
wooden, 120 kilograms.....	96
ettal.....	1,300
w material, 125 kilograms.....	150
issues, 1 kilogram.....	26
kilograms.....	76
tal imports.....	361,846

*nt showing the description, quantity, and value of the exports from  
this port during the year 1868.*

	Francia.
ed, 3,896 kilograms.....	4,675
2 kilograms.....	370
pigs, 222,099 kilograms.....	111,050
rorked.....	350
; 74,662 kilograms.....	174,662
0 kilograms.....	870
or ship building.....	1,000
.....	2
tal exports.....	292,979

*ummary of the leading imports and exports of Spezzia and Lerici  
during the year 1868.*

	Francia.
ding imports of Spezzia.....	1,752,659
ding imports of Lerici.....	361,846
l leading imports of Gulf of Spezzia.....	2,113,505

566	COMMERCIAL RELATIONS.	
		France
Total leading exports from Spezzia.....		235, 274
Total leading exports from Lerici.....		292, 979
		<hr/>
Total leading exports of Gulf of Spezzia.....		528, 253
		<hr/> <hr/>

Comparative statement showing the number of sailing vessels and steamers, with their aggregate tonnage, entered at and cleared from the port of Spezzia, Italy, during the years 1867, 1868.

Years.	Sailing ves- sels.		Steamers.		With car- goes.		In ballast.		Italian.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ENTERED.														
1867 .....	5, 111	179, 643	577	48, 647	3, 990	161, 287	1, 698	67, 003	5, 631	221, 844	57	6, 446	5, 688	228, 290
1868 .....	5, 861	247, 143	584	51, 137	4, 684	216, 707	1, 761	81, 573	6, 382	286, 854	63	11, 426	6, 445	293, 280
CLEARED.														
1867 .....	5, 085	179, 312	576	48, 422	4, 037	156, 399	1, 624	71, 335	5, 595	220, 070	66	5, 664	5, 661	227, 734
1868 .....	5, 880	251, 823	582	50, 094	4, 702	223, 687	1, 754	78, 230	6, 398	289, 970	64	11, 947	6, 462	301, 917

	Number.	Tons.
Number of vessels entered and cleared during 1867.....	11, 349	456, 024
Number of vessels entered and cleared during 1868.....	12, 907	600, 197
Increase for 1868.....	1, 558	144 173

VENICE.—FRANCIS COLTON, Consul.

DECEMBER 31, 1867.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

	France
Glass beads.....	32, 363. 49
Painted pictures.....	31, 000. 00
Furniture, antique.....	730. 00
Photographic articles.....	16, 142. 50
Violin strings.....	1, 775. 00
Antiquities, &c.....	2, 394. 60
	<hr/>
Total for quarter ended December 31, 1867.....	84, 405. 59
Total for quarter ended March 31, 1868.....	36, 743. 26
Total for quarter ended June 30, 1868.....	59, 597. 04
Total for quarter ended September 30, 1868.....	46, 792. 16
	<hr/>
Grand total.....	227, 544. 05
	<hr/> <hr/>

APRIL 10, 1868.

Allow me to make a suggestion in regard to the annual consular reports. It is well known that the yearly statements of commercial transactions are made in the different centers of trade on the 1st day of each January. Sometimes a month elapses before the condensed report of the year is published, but it may be easily calculated that by the end of the first quarter of the year the consul could have a full report made of the

nts of trade for the previous year, and forward it to the depart-  
By the 1st of June, at the latest, all the consular annual reports  
issued in the regular published volume of "Commercial Rela-  
which would be of the greatest benefit to our business community  
in making their calculations upon foreign trade. At present  
ular reports are received in printed form when they are more  
year old, a length of time which renders them useless for all  
calculations.

s age of rapid communications and changes, and great develop-  
every department, a year counts more than a decade of the  
when the present consular system was adopted. Our English  
ve adopted, some years ago, this system of annual reports, and  
siness community are thoroughly posted, at the earliest moment,  
d to their extensive commercial relations. Indeed, no delin-  
of a British consul is liable to so severe a censure from his gov-  
as a tardy annual report. The fullness and freshness of the  
consular annual reports is quite marked in their published  
of commercial relations; one is struck with the elaborate reports  
e trade, commerce, and important events transpiring in all the  
of trade in the United States, as drawn out in this volume. The  
consul feels that he is writing about live transactions, in which  
a vital interest, and not making dry statistics of the past.

ublications of the United States Bureau of Statistics are good in  
res, but do not cover the ground of a full annual report from  
omparisons and information of great value are derivable, much  
interests of our mercantile community.

JANUARY 1, 1869.

g the quarter just closed five cargoes of petroleum have arrived  
e United States, two only of which were under the American  
ich is about the proportion of American productions coming  
se waters under the national colors; and I am led to believe  
h is the case in other foreign seas. Such is the disadvantage  
which our commerce is laboring, from various causes, that our  
are discouraged to compete with those of other nationalities.  
our ships still sail under foreign flags, under which they took  
uring the rebellion, and still continue so, not only on account of  
al disability to again adopt our colors, prohibited by existing  
t also because it is more profitable for them to remain as they  
ng existing commercial relations in the United States, although  
ly employed in the American trade.

nnual national tax on American shipping is excessive; also the  
luties on raw materials used in the construction of ships is most

is always danger of frauds on the government in making dis-  
ion between parties paying duties. Still there is another mode  
assing the same end and encouraging ship-building, viz: by  
making an appropriation for bounties to be paid to *bona fide*  
owners of ships, built in American shipyards, when the ships  
pleted, at a certain rate per ton—equaling as nearly as possible  
al amount of gross duties paid on the imported raw materials  
the ship's construction. Another change could be made for the  
n shipper without loss to the government by altering the fixed  
nsular fees, reducing all ships' fees in number and amount from  
seventy-five per cent., to correspond more nearly with English  
charges, and at the same time increasing the present charge

for certifying foreign invoices from the regular fee of two dollars a half to five dollars for every invoice certified by United States consuls. The gross income from the consular system would thereby be increased fully fifty per cent. without detriment to the government.

Every business man will agree to the proposition that the best interests of our country are at present affected proportionately to the diminution or increase of our shipping. When it is remembered that all foreign freights are paid in coin, it can be easily seen how much our gold balance is affected, when, instead of receiving millions of dollars annually for transporting foreign freights, we are, on the contrary, actually paying out millions to foreign shippers for not only bringing us their manufactures, but, what is more suicidal, for transporting American products from our own shores, thus doubling the balance against us. Doubtless sound national economy demands that measures should be adopted to encourage and foster our commerce—with the fundamental idea always in view of increased exportations and decreased importations—by favoring the transportation of home products and imported materials in American bottoms, and also in every manner possible endeavor to enable our merchant marine to successfully compete with all other nationalities in the carrying trade of the whole world.

Allow me to advise the department of the fact that there is a difference in American shipping at this port of ninety centimes per ton, while English shipping pays only seventy centimes. It is a matter of importance that this one of the many items which at present burden the American merchant per should be removed.

After January 1, instant, a new system for certifying invoices should be adopted in this district upon a basis of an affidavit of the shipper attested before a native notary, a copy of which instrument would be forwarded to the department; both invoice declaration and affidavit to be printed in the language of the country and referring to each other according to the sanction of the department.

Allow me to say, in furnishing the department with a brief statement of the movements of trade at this port for the year 1867, that it is with great satisfaction that I am able at length to report a change in the yearly balances favorable to Venice, which is largely improved in the nine months already passed of the present year, which are not required under the present system of consular reports until next year.

The commercial transactions between Venice and the United States for the twelve months previous to this date, as given in this document, are drawn entirely from the consular register kept at this office. The Chamber of Commerce of Venice, like that of many other European cities, publishes only an annual report, which is issued on the first of each year. Thus the facts and statistics drawn from this source necessarily be one year and a half old when published in the volume "Commercial Relations," printed annually by Congress. Some of the defects of the present system, which was instituted prior to the inauguration of steam communication, would seem to recommend itself.

By reference to statements A and B it will be seen that during the four quarters ended 30th ultimo there have been certified one hundred and seventy-eight invoices, amounting to 211,443.41 lire, the merchandise consisting mostly of glass beads, of which Venice is the largest producer in the world; while the remainder is made up of fancy articles. It may here be remarked that there are several staple articles which might furnish to our commerce and which are shipped in large quantities to other countries, a part of which finds its way to America.



ier channels, after paying tribute to foreign shippers. Reference to Statement C will give some idea of the natural exports and imports of Venice.

The imports from the United States are at present limited to a very few articles which, in the aggregate, amount to a small sum when compared with the imports from other nations. There is no obstacle in the way of increasing the trade between this and American ports to a considerable degree. The imports from the United States for the year 1867 consist of the following five articles, viz :

	Lire.
of tobacco to the value of.....	605,312
of petroleum to the value of.....	306,595
of wheat to the value of.....	18,660
of wine to the value of.....	54,000
of iron to the value of.....	2,750
Total value.....	<u>987,317</u>

showing an increase over the year previous of more than half a million lire.

Statement C exhibits a most favorable improvement in the trade of Venice. Comparing the year 1867 with the year 1866, it will be seen that during 1866, the last year of Austrian occupation, at which time the commerce of Venice reached the lowest point, the exports exceeded the imports fifty-seven per cent., while the year following the flight was only twenty-seven per cent. An improvement so marked and secured in so short a time is wonderful, and evinces the restoration of confidence upon the change of government. It will be further noted, from the comparative statements annexed to this report, that the general trade of Venice has improved to a degree almost unprecedented in the history of any old city, showing an actual increase of forty-three per cent. Another still more encouraging feature is that the trade between Venice and other Italian ports has nearly doubled during the year 1867, as compared with the previous year, while during the same period the carrying trade of Venice has been to such an extent transferred to native (Italian) ships, that there has been a decrease in the "arrivals" of ships bearing foreign flags in the number of 1,132, as will be seen by reference to comparative statement D, which also shows that during the year 1866 there were only four hundred and fifty ships bearing the Italian flag entered this port, while during the year 1867 there were eighteen hundred and fifty-two ships of that nationality. Statement F shows the increase in the number of ships, of all nationalities, at this port during the year 1867, the first year in the history of Venice as a component part of the Italian Union.

During the past twelve months the new railway across the great central chain of the Alps *via* the Brenner Pass has come into successful operation, connecting this port with the great central and island districts of Germany, and thereby giving them a seaport on the Adriatic for their eastern and southern trade. This connection will prove mutually beneficial, and profitable to both the Germans and Venetians. Every month since the construction of this road has witnessed an increase in the traffic of this new route between Italy and Germany. Hereafter the most direct and economical route for freight and passengers from the United States to the East will be by the German line of steamers to Hamburg or Bremen, and thence by rail *via* the Brenner Pass to Ven-

ice, and ship here on board the Peninsular and Oriental Company steamers direct to Alexandria.

There have been formed during the past year, in Venetia, companies for the manufacture of native hemp and silk, which has hitherto been almost entirely exported in a crude state, much to the impoverishment of the country. Also a company of Venetian capitalists has been organized, with a capital of several millions, for the purpose of conducting commercial transactions direct, through established agencies, with foreign countries, which will doubtless be of great benefit to the reviving trade of this old city.

This report necessarily deals with matters and facts of more especial interest to Venice and Italy than to the United States, in consequence of our limited commercial relations with this port; still it is believed that it will not be entirely without interest to our countrymen, who have always felt and evinced such a hearty concern in the welfare of Italy during her late struggle for union and constitutional government. This interest has perhaps been even deeper for Venice, which was formerly not only the great commercial center of the Old World, but was also at the same time the representative of free institutions, and stood firmly rooted, based upon republican principles, for centuries far in advance of the age, during a period when the kingdoms and principalities around her were continually convulsed by revolution and anarchy. At here it may be remarked that the secret of the power of ancient Venice without doubt lay in three radical facts, none of which were fully developed, but all three obtained to a greater degree in her policy than in that of any other government of her time, viz: religious freedom, popular liberty and political equality of races; while her wealth was derived from her commerce, supported and encouraged by liberal policy of her government.

Probably there is no nation, at the present time, with whose government and people the Italians are more in sympathy and accord than in their own country; and all that there is required to create a large and mutually profitable trade is energetic action on the part of our shippers; the trade of the Adriatic especially would richly repay more thorough cultivation. By reference to statement G it will be seen that the proportion of tonnage of foreign shipping is largely in favor of British shipping, which is the case in other seas also where formerly our trade successfully competed for its share of legitimate profits prior to the invention of that class of ships represented by the Alabama. It will be difficult to regain the position lost to our commerce in the Adriatic and Mediterranean, but it will be accomplished in due time by the energy and enterprise of the people if sustained by a liberal policy of the government.

*Statement A, showing the description and value of the exports from Venice to the United States during the year ended September 30, 1868.*

	Lira.
Glass beads.....	113,573.4
Photographic articles.....	34,506.4
Antiquities.....	13,260.8
Violin strings.....	8,881.4
Painted pictures.....	41,220.4
Total.....	<u>211,443.4</u>

is statement showing the last two years' commerce of Venice, exports and imports, by sea, land, and rivers.

Articles.	Imports in—		Exports in—	
	1867.	1866.	1867.	1866.
seats, lard, and tallow .....	5,623,110	6,416,585	1,310,365	1,395,819
.....	1,979,380	1,163,109	878,220	591,045
.....	2,336,860	1,754,100	2,778,640	1,749,035
and manufactured .....	444,000	481,200	772,650	644,750
and salted .....	2,347,310	1,418,361	3,007,450	1,507,147
.....	11,443,556	11,636,656	10,457,094	7,184,156
.....	377,815	349,162	562,590	388,455
.....	14,542,586	11,184,861	7,868,366	7,301,224
.....	806,674	281,133	106,676	360,007
d provisions .....	11,819,965	9,570,688	7,130,925	3,603,330
piria .....	15,219,375	19,271,162	6,663,520	2,446,839
and dry .....	2,229,619	1,632,850	1,382,880	922,266
.....	598,700	186,450	483,300	176,440
ed preparations .....	821,070	352,242	733,615	293,370
.....	547,000	204,500	200	9,050
table and mineral .....	1,295,987	524,904	829,577	374,425
(seed) .....	1,192,160	533,000	1,215,000	403,600
.....	287,979	419,500	504,200	242,250
.....	10,151,600	7,630,150	11,933,600	10,802,550
als for textures .....	2,103,790	1,938,731	2,624,720	1,691,574
xtures .....	13,429,009	9,690,111	9,455,950	3,072,010
nds .....	694,890	430,445	15,925,250	5,600,140
ed earthenware .....	3,067,225	1,523,100	865,900	428,988
e and wrought .....	3,449,918	2,271,430	2,553,588	1,595,964
and prisms .....	1,647,081	928,329	1,238,756	918,523
.....	367,215	216,982	15,930	13,702
.....	5,818,125	4,082,478	822,114	453,131
gh and worked .....	3,665,791	4,056,971	3,027,914	2,951,434
.....	2,388,980	799,199	741,374	2,665,341
.....	904,600	141,655	802,860	480,039
, lime, and cement .....	1,715,600	975,711	397,328	125,101
.....	903,436	243,556	617,275	320,116
.....	4,490,187	3,215,939	3,667,599	2,687,908
.....	128,668,450	98,739,457	101,565,424	63,321,674

re statement D, showing the change in the carrying trade from the port of Venice from foreign to Italian vessels.

Years.	Italian.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
.....	1,852	144,475	1,304	185,043
.....	450	28,041	2,436	230,394
.....	1,402	116,434	1,132	45,351

itive statement E, showing the increase of trade between Venice and Italian ports.

Year.	Exports.		Imports.	
	Ships.	Tonnage.	Ships.	Tonnage.
.....	793	52,908	628	44,747
.....	574	24,875	325	22,060
.....	219	28,033	303	22,687

Comparative statement F showing the increase in arrivals and departures of ships at the port of Venice.

Year.	Arrivals.		Departures.	
	Ships.	Tonnage.	Ships.	Tonnage.
1867 .....	3, 156	330, 318	3, 218	334, 701
1866 .....	2, 886	258, 435	2, 813	253, 889
Increase .....	270	71, 883	405	80, 812

Statement G, showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Venice during the year ended September 30, 1867.

Nationality.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
United States .....	5	1, 858	.....	.....
Brazil .....	1	267	.....	.....
San Domingo .....	1	262	.....	.....
Barbary .....	12	1, 811	11	2, 000
Algeria .....	2	423	.....	.....
Egypt .....	9	2, 140	13	4, 000
Turkey .....	44	2, 833	65	16, 000
Russia .....	1	203	1	300
Sweden and Norway .....	21	3, 347	.....	.....
Belgium .....	1	229	.....	.....
Holland .....	11	4, 174	9	2, 700
Malta .....	5	822	15	2, 700
Great Britain .....	182	79, 173	79	45, 000
Spain .....	2	374	.....	.....
France .....	25	4, 927	16	3, 000
Greece .....	7	853	25	1, 000
Ionian Islands .....	39	3, 998	56	6, 000
Austria .....	2, 160	177, 877	2, 135	195, 000
Total of foreign ports .....	2, 528	225, 571	2, 425	301, 000
From and to Italian ports .....	628	44, 747	793	32, 000
Grand total .....	3, 156	330, 318	3, 218	334, 701

PALERMO.—LUIGI MONTI, Consul.

DECEMBER 31, 1867.

Statement showing the description, quantity, and total value of the exports from this port to the United States during the quarter ended this day.

Brimstone, 23,531 cantars; sumach, 29,608 bags; rags, 300 bales; almonds, 452 bags; shelled almonds, 200 boxes; walnuts, 774 bags; filberts, 665 bags; argols, 49 casks; wine, 138 pipes; lemon oil, 32 jars; lemon juice, 7 casks; canary seed, 150 bags; hemp seed, 587 bags; maccaroni, 782 boxes; licorice, 14 boxes; oranges, 64,700 boxes; lemons, 42,280 boxes—being	
Total for quarter ended December 31, 1867 .....	\$439, 271
Total for quarter ended March 31, 1868 .....	603, 000
Total for quarter ended June 30, 1868 .....	331, 250
Total for quarter ended September 30, 1868 .....	115, 750
Grand total .....	1, 489, 971

The American trade at this port has slightly decreased during this year, as shown by the following statement, viz:

American vessels cleared for United States during year ended September 30, 1867.	9
Foreign vessels cleared for United States during same period .....	9
Total .....	14
Value of cargoes of above, \$1,678,782.	

American vessels cleared for United States during year ended September 30, 1868.	32
Foreign vessels cleared for United States during same period.....	82
Total.....	114

Value of cargoes of above, \$1,487,985.

The general trade of the island has been improving since my last report. The harvest has been quite abundant, and the vintage very good. The olive crop is excellent, and will be a source of great relief to the proprietors, who for three years past have hardly gathered olives enough for their private use.

It is to be regretted that the greater part of the oil produced in Sicily is exported to France, where it undergoes the process of refining or adulteration, and is then spread everywhere abroad, and more especially to the United States, as French refined oil. It is true that the greater part of the Sicilian olive oil is coarse, crude to the taste, and green to the look, owing to the primitive and rough manner in which the oil is cracked and pressed; but it has the merit of being the pure juice of the olive, and it only requires a good straining and refining process to remove the dregs and produce a superior quality of olive oil to any which is sold as such in the American markets.

It would be impossible to estimate the quantity of olive oil that Sicily can produce, but from most reliable information I have gathered that this year there will surely be raised about one hundred thousand barrels. I therefore call the special attention of our importers to these facts.

The appearance of the green fruit (oranges and lemons) on the trees is excellent. A very fine crop is expected this season, and a good export-trade. The first cargoes for the United States are generally shipped about the middle of October.

This season a new speculation has been started, which, if successful, will produce a radical change in the Sicilian trade with the United States. An English line of steamers has been advertised to run to Naples, Messina, Palermo, and New York, direct, carrying passengers and freight. It will be the first line of steamers running regularly between Italy and the United States.

The agents at Palermo advertise that they will dispatch two vessels monthly, beginning in the latter part of October. These vessels on their return will touch at Naples and Messina for passengers and freight, and then start from this port direct for New York, expecting to make the run in about eighteen days.

If this line be successful, it will greatly increase and ameliorate our Mediterranean commerce and travel. American travelers coming to Italy and the east, or returning from these countries to the United States, will save one-half the expenses by using this line, with the facility of access by steamers to all Mediterranean ports. This line will with all probability touch at some port in Spain.

The company that had the contract of building the Sicilian railroads has been declared bankrupt by the Italian government, and its charter granted to a French company. This latter has recommenced the work earnestly, have finished the line from Messina to Catania, and are progressing on both ends, to join it with the line from Palermo to Catania in two years.

Another French company has bought the right for fifty years to work the expensive brimstone mines of Prince St. Elia by machinery. They are making very large preparation, and constructing expensive works for them. By these means they will double the yearly production of this important mineral in Sicily, and when the railroad shall be so far



finished as to pass through the mining districts of Lercara and **■** issetta, it will considerably reduce the first cost of the article.

The average statement of arrivals and departures of vessels flags at this port has not materially changed from my last year's , therefore I respectfully refer the department to it.

NAPLES.—R. J. L. MATHEWS, *Consul.*

SEPTEMBER 30, 18

*Statement showing the description and value of the exports from this to the United States during the quarter ended this day.*

Gloves .....	\$14,
Corals .....	3,
Violin strings ..	
Maccaroni .....	
Rags ..	1,
Total for three months.....	<u>18,</u>

LEGHORN.—J. HUTCHINSON, *Consul*

DECEMBER 31, 18

*Statement showing the description, quantity, and value of the exports this port to the United States during the quarter ended this day.*

Alabaster works, 357 cases.....	26,
Candied citrons, 276 cases.....	73,
Rags, 4,434 bales .....	724,
Olive oil, 22 quarter casks, 25 boxes and 25 cases.....	9,
Soap, 1,850 boxes .....	26,
Sundries .....	36,
Total for quarter ended December 31, 1867.....	897,
Total for quarter ended March 31, 1868 .....	1, 811,
Total for quarter ended June 30, 1868.....	420,
Total for quarter ended September 30, 1868.....	<u>1, 787,</u>
Grand total .....	<u>4, 916,</u>

NOVEMBER 28, 18

I have the honor to transmit herewith my annual report of the mercial transactions between the United States and Leghorn during year ended September 30, 1868, as follows: .

*Statement showing the arrivals and departures of foreign vessels, a description, quantity, and value of the imports into Leghorn from United States during the year ended September 30, 1868.*

Number of American vessels, 24; number of foreign vessels, 20.	
Tobacco, 2,928 hogsheads.....	\$
Petroleum, 34,706 barrels.....	
Petroleum, 39,963 cases .....	
Alcohol, 4,530 barrels .....	
Extract logwood, 4,000 cases .....	
Resin, 2,323 barrels.....	
Total .....	<u>1,</u>

Statement showing the number of American and foreign vessels, and value of their cargoes, which cleared from Leghorn during the year ended September 30, 1868.

Nationality.	Number.	Value of cargo.
United States.....	45	\$771, 027 58
Foreign.....	38	533, 643 20
Total .....	83	1, 304, 670 78

The current price for articles of export is about the same as given in my report for 1866, adding to the same the premium on gold, which has varied during the year from 10 to 6 per cent., being at the present time 6 per cent. Freight on marble is about seven dollars per ton. The number of American vessels that cleared from this port for the United States last year was sixteen, while this year the number has increased forty-five. The number of foreign vessels for the year ended September 30, 1866, was thirty-two; this year thirty-eight; showing a large increase in the number of American vessels. The importation of petroleum has very much increased. This year the number of barrels is 34,706, while last year it was 13,620; and the demand seems to increase continually, as the inhabitants begin to use it in the smaller towns in the interior, and the expense is much less than kerosene oil. The business of the city does not show much change during the year except the trade with the United States, which has increased.

MILAN.—W. CLARK, Consular Agent.

DECEMBER 31, 1867.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Francs.
Human hair.....	2, 515. 72
Black silk velvet.....	24, 769. 00
Woolen goods.....	8, 118. 59
Colored prints.....	20, 409. 70
Brown silk.....	8, 360. 00
Woolen goods.....	1, 513. 50
Woolen goods.....	813. 50
Total for quarter ended December 31, 1867.....	66, 500. 01
Total for quarter ended March 31, 1868.....	85, 854. 00
Total for quarter ended June 30, 1868.....	11, 424. 20
Total for quarter ended September 30, 1868.....	12, 608. 75
Grand total .....	176, 386. 96

**CARRARA.—F. TORRY, Consul.**

**DECEMBER 31,**

*Statement showing the description and value of the exports from this country to the United States during the quarter ended this day.*

Marble, block, wrought and unwrought ..	30
Sculpture ..	
Samples of wine.....	
	—
Total for quarter ended December 31, 1867.....	31
Total for quarter ended March 31, 1868.....	14
Total for quarter ended June 30, 1868.....	1, 30
Total for quarter ended September 30, 1868.....	77
	—
Grand total .....	2, 45

**TURIN.—WM. MAGON, *Consular Agent.***

**JUNE 30,**

*Statement showing the description and value of the exports from the United Kingdom to the United States for the quarter ended this day.*

Black silk velvet .....	4
Truffles .....	-
	-
Total for quarter ended June 30, 1868.....	4
Total for quarter ended September 30, 1868 .....	5
	-
Total for six months.....	9

**MESSINA.—F. W. BEHN, *Consul*.**

**DECEMBER 31,**

The following are the exports from this port to the United States, and their total value, during the quarter ended this day:

Brimstone, 9,949 cantars; lemons, 19,842 boxes; olive oil, 10  
lentils, 50 bags; wine, 526 casks; maccaroni, 944 boxes; oranges  
boxes; essence, 578 cases; manna, 13 cases; licorice paste, 15  
Canary seed, 25 barrels; walnuts, 50 bags; almonds, 50 bags—  
ing in all to \$184,070.

**RUSSIA.**

**ST. PETERSBURG.—GEORGE POUMTZ, Consul.**

**DECEMBER 31, 1867.**

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	Silver roubles.
an hemp and hemp.....	254,570.35
stiles.....	42,398.56
t-rope.....	9,377.71
et-iron.....	40,784.26
ne-hair.....	5,138.57
it-legs.....	885.66
l and Russian leather.....	47,420.57
lachite goods.....	1,157.00
rmseed.....	2,819.07
an hemp, mats, rags, and crash.....	81,272.55
lage.....	8,980.50
idries.....	1,040.43
Total for quarter ended December 31, 1867.....	495,845.23
Total for quarter ended March 31, 1868.....	10,838.94
Total for quarter ended June 30, 1868.....	342,477.26
Total for quarter ended September 30, 1868.....	614,738.65
Grand total.....	1,463,900.00

**MOSCOW.—EUGENE SCHUYLER, Consul.**

**MARCH 31, 1868.**

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	Silver roubles.
Domin's lotto machine, being total for quarter ended March 31, 1868...	75.00
total for quarter ended September 30, 1868.....	7,705.54
Total for six months.....	7,780.54

**SEPTEMBER 30, 1868.**

In this my first annual report I am enabled to present a tabular view of the commerce of Russia for the year 1867, taken from the official papers of the custom-house. The total of exchanges of Russia with other countries (including inland) through Europe, exports and imports united, was, for 1867, 7,000,385 roubles; that is, 75,377,706 more than in 1866. Of this, the exports amounted to 236,845,719 roubles, with an increase on 1866 of 272,511 roubles, and the exports to 220,154,666 roubles, with an increase

of 19,105,195 roubles.\* The value of the exports of 1867 is calculated at the price current of 1865; but prices had so risen that the probable value was about 300,000,000.

*Comparative table of the value of exports from European Russia for years.*

	1865
1857 .....	157,
1858 .....	139,
1859 .....	152,
1860 .....	168,
1861 .....	163,
1862 .....	167,
1863 .....	140,
1864 .....	171,
1865 .....	191,
1866 .....	201,
1867 .....	220,

*Comparative table of the value of imports into European Russia for years.*

	1865
1857 .....	132,2
1858 .....	120,7
1859 .....	137,9
1860 .....	138,1
1861 .....	144,9
1862 .....	127,9
1863 .....	130,7
1864 .....	147,6
1865 .....	140,9
1866 .....	120,5
1867 .....	236,8

The foregoing tables speak for themselves of the increasing commercial importance of Russia.

Of precious metals, in money and ingots, there was exported from Russia in 1866, 25,826,753 roubles; in 1867, 12,130,714 roubles—decrease of 13,696,039 roubles. There was imported into Russia in 1866, 2,372,582 roubles, and in 1867, 33,228,647 roubles—an increase of 30,856,065 roubles.

*Table of principal exports from European Russia.*

Articles.	1866.	1867.	Articles.	1866.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>
Cereals .....	73,571,483	93,978,052	Potash .....	1,232,393
Flax .....	19,121,176	19,027,868	Ropes and cables .....	1,231,030
Flaxseed .....	16,772,444	18,360,342	Furs .....	1,187,415
Raw wool .....	15,554,124	9,613,615	Cloths .....	626,735
Tallow .....	12,999,208	8,226,288	Hops .....	812,575
Different woods .....	10,194,031	10,650,953	Oils of hemp and linseed .....	785,216
Hemp .....	9,814,611	8,674,182	Resin pitch .....	731,983
Bristles .....	3,375,507	3,033,729	Linen goods .....	717,031
Cattle .....	2,877,246	3,938,251	Objects of gold & silver .....	710,301
Flax tow .....	1,954,349	1,331,577	Oil seeds .....	663,009
Leather .....	1,724,690	948,331	Caviare .....	612,667
Metals, not worked .....	1,573,502	421,633	Horses .....	520,400
Hemp thread .....	1,491,952	1,543,832	Bones .....	574,217
Precious stones .....	1,411,177	1,734,257	Rags .....	563,230
Butter .....	1,300,977	680,147		



*Tables of principal imports into European Russia.*

Articles.	1866.	1867.	Articles.	1866.	1867.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
Objects....	33,584,318	38,039,858	Salt .....	1,504,891	2,284,603
	10,392,425	14,709,208	Mineral oil, for lighting, (petroleum) .....	1,457,423	2,209,976
	10,302,424	15,022,671	Apothecaries' materials .....	1,256,203	1,612,568
Not worked .....	9,086,248	14,345,573	Rice .....	1,120,693	1,251,659
Of palats .....	8,883,384	21,530,181	Furs .....	965,656	2,778,897
Raw and broken ..	8,317,613	11,020,861	Glass and glassware .....	825,245	1,118,667
	7,079,933	2,908,245	Watches and clocks .....	821,392	1,302,017
	6,942,677	7,318,113	Different woods .....	734,112	519,505
And wines .....	6,842,090	11,120,783	Various little articles .....	694,927	1,010,368
	5,483,534	8,542,495	Agricultural instruments .....	683,627	1,426,355
	5,034,122	5,249,634	Vegetables, &c .....	661,559	759,739
	4,299,915	6,195,822	Carpenters' and coopers' work .....	649,111	671,272
	3,527,063	4,207,128	Lime and cement .....	596,540	541,485
Thread, (yarns) ..	3,781,977	4,479,128	Cheese .....	589,721	640,198
	3,579,351	4,742,916	Pepper .....	538,518	615,361
	3,363,304	5,012,567	Animals .....	526,918	630,343
	3,281,704	3,743,792	Gums, other than India- rubber & gutta serena ..	523,990	857,853
	2,745,321	5,107,564	Clothing linen .....	517,177	575,571
Oils .....	2,602,319	3,957,560	Laces .....	505,325	525,517
Oil products .....	2,573,944	3,533,980			
Oil seeds .....	2,401,929	2,607,097			
	2,322,857	2,778,241			
	1,924,179	2,450,050			

*Commerce of the Baltic seaports (not including Finland) for eleven years.*

Year.	Exports.	Imports.	Year.	Exports.	Imports.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
.....	76,875,613	90,653,022	1863 .....	64,187,612	88,637,221
.....	64,370,139	94,305,150	1864 .....	71,848,083	96,265,009
.....	66,069,602	97,525,606	1865 .....	80,332,968	82,220,781
.....	80,034,256	93,785,402	1866 .....	86,398,527	109,525,035
.....	67,815,297	100,996,990	1867 .....	85,303,906	134,796,948
.....	72,965,240	99,214,753			

values of the chief exports for 1867, in roubles, were: Flax, 1,332; cereals, 19,616,552, (in 1857, 12,386,768; in 1866, 14,815,724;) 9,637,652; hemp, 7,996,299; flaxseed, 8,870,338; woods, 6,183,441; 1,723,654; bristles, 2,065,828; hemp yarns, 1,541,276; potash, 421; oils of hemp and flaxseed, 1,406,765.

values of the chief imports for 1867, in roubles, were: Cotton, 1,679, (in 1857, 15,344,789;) tea, 11,377,953; dyes and paints, 590; sugar, raw and broken, 2,611,336; metallic objects, 8,642,308; 8, not worked, 14,898,992; machines, 7,197,634; oils, 4,698,260; 8, 5,099,607; wool, 6,595,843; coffee, 2,873,621; fish, 2,240,288; oil products, 1,818,479; tobacco, 2,215,759; cotton yarns, 2,344,207; 1,785,008; woolens, 1,728,904; coal, 1,674,857; silk goods, 1,748, 1,979,042; petroleum, 1,569,034; apothecaries' materials, 1,266, cotton fabrics, 1,148,711; (in 1866, 770,427;) furs, 1,343,746.

*Commerce of the ports of the White Sea.*

Year.	Exports.	Imports.	Year.	Exports.	Imports.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
.....	7,533,740	433,617	1863 .....	4,747,472	600,714
.....	4,570,364	451,865	1864 .....	5,740,055	538,502
.....	7,221,078	530,267	1865 .....	6,174,771	730,707
.....	5,104,436	518,631	1866 .....	6,212,159	754,698
.....	6,809,557	500,685	1867 .....	6,655,467	789,569
.....	7,086,658	532,959			

The values in roubles of the principal exports for 1867 were: Cereals, 1,898,594, (in 1857, 3,408,147; in 1866, 1,800,399;) flaxseed, 1,633,000; flax, 978,560; flax tow, 620,477; woods, 707,722; pitch, 485,653.

The principal imports are fish: in 1867 to the value of 133,381 roubles; 1866, 511,103 roubles; 1867, 510,797 roubles.

*Commerce of the southern ports.*

Year.	Exports.	Imports.	Year.	Exports.	Imports.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
1857 .....	49,573,239	16,439,834	1863 .....	44,227,755	13,648,185
1858 .....	49,622,887	12,580,849	1864 .....	52,062,476	12,328,911
1859 .....	57,320,472	15,786,285	1865 .....	64,974,632	15,176,200
1860 .....	57,544,026	16,397,187	1866 .....	68,152,466	17,992,000
1861 .....	63,076,029	16,695,132	1867 .....	80,915,661	26,174,942
1862 .....	54,350,742	14,207,094			

The values in roubles of the chief exports for 1867 were: Cereals, 62,705,955, (in 1857, 29,869,801; in 1866, 47,068,778;) wool, 5,621,402; flaxseed, 6,358,946; tallow, 1,961,420; butter, 1,038,915; leather, 400,729, (in 1857, 2,070,526.)

The values in roubles of the chief imports for 1867 were: Fruits, 2,337,203; metallic objects, 2,954,344; metals, not worked, 4,935,080, (in 1866, 1,570,855;) liquors, 1,609,446; machines, 556,454; tobacco, 1,152,509; coffee, 939,989; tea, 780,105.

*Commerce of the western land frontier.*

Year.	Exports.	Imports.	Year.	Exports.	Imports.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
1857 .....	19,637,191	24,250,055	1863 .....	21,561,253	25,338,511
1858 .....	17,923,667	20,837,335	1864 .....	29,346,241	25,114,365
1859 .....	18,714,811	22,344,756	1865 .....	32,945,570	40,467,320
1860 .....	22,461,016	25,191,629	1866 .....	34,075,032	50,672,390
1861 .....	22,158,216	25,537,873	1867 .....	34,531,652	71,000,320
1862 .....	25,627,961	31,182,357			

The values in roubles of the chief exports for 1867 were: Cereals, 9,756,951; wool, 2,268,559; woods, 3,693,900; cattle, 3,668,099; flax, 5,043,976; precious stones, 173,425; flaxseed, 1,498,049; furs, 409,451; bristles, 967,901; hops, 507,374; horses, 299,120.

The values in roubles of the chief imports for 1867 were: Cotton, 12,807,942, (in 1866, 8,021,772;) machines, 7,267,488; woolen goods, 3,864,328; metallic objects, 3,105,695; metals, not worked, 1,680,474; linen fabrics, 2,742,177; silk goods, 2,728,153; cotton yarns, 2,099,283; plants and seeds, 2,049,478; silk, 3,104,965; cotton goods, 2,187,236; tea, 2,136,169; dyes, &c., 1,443,769; wool, 1,021,031; liquors, 1,243,388; sugar, crude and broken, 293,154; fish, 1,286,239; fruits, 1,122,578; salt, 1,283,064; watches, &c., 906,402; woods, 319,658; coffee, 647,512; animals, 592,239.

*Commerce with Finland.*

Year.	Exports.	Imports.	Year.	Exports.	Imports.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
1857 .....	4,322,583	564,022	1863 .....	6,048,496	3,664,185
1858 .....	2,779,019	584,198	1864 .....	6,304,031	3,521,185
1859 .....	3,273,932	1,742,966	1865 .....	6,695,522	3,385,300
1860 .....	2,847,791	2,288,467	1866 .....	2,311,287	2,385,400
1861 .....	3,661,564	2,221,491	1867 .....	12,547,800	4,654,001
1862 .....	7,150,934	2,762,120			

values in roubles of the chief exports to Finland during 1867  
Cereals, 9,798,139; woven fabrics, 615,964.

values in roubles of the chief imports from Finland for 1867  
Fetals, not worked, 794,196; linen fabrics, 205,837; cattle, 175,563;  
fabrics, 1,183,888.

#### TRANSIT COMMERCE.

In 1857 the transit commerce amounted to 42,304 roubles; in 1858, to 42,304 roubles; in 1859, to 425,444 roubles; in 1860, to 625,704 roubles; in 1861, to 838,357 roubles; in 1862, to 1,241,171 roubles; in 1863, to 1,818 roubles; in 1864, to 1,171,583 roubles; in 1865, to 1,141,270 roubles; in 1866, to 11,412,895 roubles; in 1867, to 1,574,780 roubles.

The cause of the great increase of transit trade in 1866 was that, to the war between Russia and Austria, the trade between those countries and some internal traffic passed through Poland.

Principal articles which passed through in transit in 1867 were: and seeds, 627,298 roubles; woods, 529,413 roubles; cereals, 1,141,270 roubles.

It will be seen from these figures what an immense development Russian commerce has taken in the last ten years. The exportation by the ports has increased ten millions, and that by the southern ports on the western frontier has nearly doubled. The importations have tripled by the western frontier, and doubled in the Baltic Sea and Black Sea ports. The importance of the transit trade has also tripled. Principal custom-houses in Russia are the following, with the exports and imports for 1867:

Custom-houses.	EXPORTS FOR 1867		IMPORTS FOR 1867.	
	Goods.	Money.	Goods.	Money.
	<i>Roubles.</i>	<i>Roubles.</i>	<i>Roubles.</i>	<i>Roubles.</i>
Baltic ports .....	53,818,424	6,564,781	94,210,011	3,971,180
Black Sea ports .....	54,476	98,592	23,784,611	4
.....	32,177,044	26,266	21,389,121	1,211,230
.....	22,133,192	.....	13,238,959	80,037
.....	8,498,641	5,277,362	31,610,399	27,207,921
.....	1,418,833	.....	13,024,180	146
.....	1,330,627	.....	6,789,914	.....
.....	9,669,663	.....	4,008,905	172,473
.....	14,586,968	.....	91	55
.....	6,961,300	.....	16,982	2,309
.....	2,484,005	.....	134,276	11,406
.....	5,205,660	.....	1,343	.....
.....	6,578,925	.....	699,279	.....
.....	361,244	.....	853,439	.....

Exports from Russia during 1866 and 1867 were divided among the following countries:

Countries.	1866.	1867.	Countries.	1866.	1867.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
Sweden and Norway ..	3,841,161	4,039,534	Spain .....	117,197	73,003
.....	28,896,960	30,184,627	Italy .....	5,891,200	3,864,648
.....	1,300,624	1,197,061	Austria .....	6,033,050	7,247,451
.....	3,698,123	3,826,220	Greece .....	572,447	345,404
.....	3,240,583	8,019,615	Turkey .....	9,196,171	5,935,636
.....	5,553,273	7,008,418	Moldavia & Wallachia ..	2,662,770	2,965,075
.....	3,125,955	4,475,074	United States .....	1,433,078	1,962,986
.....	101,851,975	107,683,167	Other states .....	253,538	377,015
.....	16,793,897	17,851,346	Total .....	194,838,184	207,606,88
.....	376,149	1,045,414			

The exports to the United States have somewhat diminished. On analyzing them we find them to consist as follows for 1867, (values expressed in roubles :) Meat, 42; brandies and wines, 13; horse-hair, 22,572; Russia leather, 3,443; flax, 84,364; hemp, 408,897; woods, 7,301; sheet-iron, 375,660; iron, 96; silver, manufactured, 1,250; copper, manufactured, 28; machines, models, 1,000; clothes and linens, 1,332; natural history specimens, 300; mats, 4,061; rags, 39,955; wool, raw fleeces, 81,610; wool, 36; bristles, 16,055; musical instruments, 200; cotton, manufactured, 406; ropes and cables, 109,109; sail-cloth, 90; thick sail-cloth, 556; linen cloth, 113,684; malachite, 500; soap, 40; carriages and parts, 14; skins, 33; feathers, 27.

There is reason to suppose that various objects exported to the United States by way of Germany or England are included in the exports to these countries.

The imports into Russia for 1866 and 1867 were divided among the following countries :

Countries.	1866.	1867.	Countries.	1866.	1867.
	<i>Roubles.</i>	<i>Roubles.</i>		<i>Roubles.</i>	<i>Roubles.</i>
Sweden and Norway ..	2, 364, 767	2, 819, 853	Italy .....	5, 433, 671	2, 298, 204
Prussia .....	69, 723, 416	92, 078, 849	Austria .....	8, 458, 296	12, 750, 188
Denmark .....	153, 864	134, 571	Greece .....	1, 182, 311	2, 481, 402
Hanseatic cities .....	8, 143, 596	11, 550, 312	Turkey .....	4, 875, 416	5, 316, 337
German States .....	242, 206	916, 337	Moldavia & Wallachia.	725, 303	853, 217
Holland .....	10, 508, 687	4, 973, 546	United States .....	2, 247, 200	4, 603, 551
Belgium .....	2, 927, 788	7, 160, 098	South America .....	130	41, 226
Great Britain .....	59, 393, 518	75, 227, 210	Other countries .....	661, 673	531, 722
France .....	10, 227, 860	14, 569, 044			
Portugal .....	479, 346	1, 650, 992	Total .....	189, 337, 914	243, 707, 201
Spain .....	1, 568, 866	3, 690, 528			

It will be remarked that the imports from the United States have doubled in value.

These imports consisted of the following articles, (value expressed in roubles :) Cotton, 2,562,555; clays, 3,198; petroleum, 1,173,752; stone, 132; machines, &c., 26,420; fruits, 478; raw and powdered sugar, 80,175; white resin, &c., 6,535; wines in casks, 55,331; other gums, 18; cider, 193; varnish, 54; precious woods, 77,032; apothecaries' materials, 26,195; dyewoods, in logs and blocks, 116,404; wrought-iron work, 7,176; dye-woods, in chips and powdered, 37,201; miniature colors, 78; dye extracts, 430,528; other paints, 105.

There are some points in this table which deserve notice, as showing how other countries have monopolized the legitimate trade of the United States, and absorb profits which might be gained by American citizens.

During 1867 Russia imported 39,490,695 roubles' worth of cotton, or 2,632,713 poods. (A pood is 36 pounds English.) This was derived from the following countries :

Countries.	Poods.	Roubles.
England .....	1, 417, 809	21, 267, 135
Prussia .....	824, 473	13, 267, 085
United States .....	170, 837	2, 502, 525
Hanse Towns .....	136, 341	2, 043, 115
Austria .....	9, 495	142, 465
Turkey .....	9, 183	137, 745
France .....	2, 830	42, 430
Belgium .....	1, 660	24, 900
Moldavia and Wallachia .....	83	1, 265
Other countries .....	2	30

It is probable that the greater part of this cotton was derived originally from the United States, as Russia also imports large quantities of cotton from central Asia for making coarse fabrics. It is evident that there was a direct trade in cotton between Russia and the United States both countries would be benefited. If the Russian consumer gets his cotton in the United States, he gets it cheaper than in England; if the American producer takes his cotton to St. Petersburg by sea, or to the western frontier by railway, he in either case saves the freight which otherwise falls into the hands of the English or German middle-man. Owing to the great increase of the cotton spinning and weaving industry, the demand for cotton will be steady and increasing, the importer of cotton in Russia will have very slight danger of loss. The prices of cotton in Moscow, which is the center of the cotton manufacturing industry, rise and fall with the Liverpool quotations, though always standing higher here than there. Some years ago Mr. Ludowig undertook to open a direct trade with America of cotton, but was during the war, and the cargoes in which he was interested were confiscated for running the blockade, and he suffered great financial embarrassment. His ill luck has deterred other Russian merchants from engaging even in legitimate commerce in cotton with America.

Russia imported, in 1867, petroleum and kerosene to the value of 86,108 roubles, of which 1,173,452 came from the United States, 3,684 from Prussia, 57,988 from the Hanse Towns, 30,428 from Holland, 580 from Belgium, 270,324 from England, 27,621 from France, 70,984 from Austria, and 15,396 from Moldavia and Wallachia. The use of petroleum is rapidly extending throughout Russia, and the foreign trade will increase until the deposits of petroleum in Russia begin to be worked. The springs in the Caucasus and near Astrakhan are enormously rich, but are yet, from want of capital, undeveloped.

In 1867 Russia imported machinery to the value of 14,829,409 roubles. From Prussia, 7,038,857 roubles; from England, 5,515,695; from Hanse Towns, 159,212; from Germany, 30,310; from Holland, 268,265; from Belgium, 275,981; from France, 193,127; from Austria, 1,283,809; from the United States, 26,420. The chief machinery imported is for railways. There are numerous English and Prussian agencies in St. Petersburg and Moscow which have succeeded in obtaining large orders for locomotives, necessitated by the number of railway lines which are being built.

In 1867 there was imported 1,158,630 roubles' worth of unrefined and powdered sugar. Holland sent 618,010, Prussia 398,470, the United States 80,175, England 47,640, and the Hanse Towns 14,305.

Of precious woods for cabinet work there was imported in 1867, in all, 5,896 roubles' worth. From the United States, 77,032; from the Hanse Towns, 24,514; from England, 11,251; from Prussia, 6,654; from France, 957.

Of dyewoods in logs and blocks there was imported a total of 902,908 roubles' worth. From the Hanse Towns, 321,056; from England, 319,034; from the United States, 116,404; from Prussia, 109,480; from Portugal, 526.

Of dyewoods in chips and powder there was imported a total, in 1867, 449,859 roubles' worth. From the Hanse Towns, 132,115; from England, 86,836; from Italy, 79,530; from Prussia, 69,429; from the United States, 37,201; from Spain, 20,635; from Austria, 20,358.

Of dye and madder extracts the total imports in 1867 were 2,233,266 roubles' worth. From Holland, 564,312; from Prussia, 564,228; from the Hanse Towns, 488,320; from the United States, 430,528; from France, 1,726; from England, 47,432.



Of India-rubber manufactures the total imports were 258,879 roubles' worth. From England, 107,864; from Prussia, 94,889; from Austria, 20,736; from France, 16,913; from Germany, 11,403; from the Hanse Towns, 6,512; from the United States, none. There is an India-rubber company in St. Petersburg which manufactures with American patents.

No tobacco was imported from the United States in 1867, but the imports from other countries are as follows:

Where from.	Tobacco, including smoking tobacco.	Cigars.
	<i>Roubles.</i>	<i>Roubles.</i>
Russia .....	624, 180	242, 273
Hanse Towns.....	1, 101, 088	307, 704
Germany .....		27, 639
Holland.....	103, 233	6, 723
Belgium .....		24, 403
Great Britain .....	50, 214	50, 700
France .....	37, 515	92, 130
Austria .....	25, 542	13, 197
Greece .....	56, 420	
Turkey.....	1, 187, 217	
Other countries.....	1, 017	
Total .....	3, 246, 426	774, 802

Previous to the year 1862 the importation of tea was forbidden except through Asia and the Siberian frontier. Permission was then granted to import it, and during the year 1867 the imports by the way of Europe amounted to 487,188 poods, or 15,003,766 roubles. It is impossible to ascertain how much of this was brought in Russian vessels, but probably very little. The official figures show the importation to be as follows: From Prussia, 11,291,061 roubles; from England, 2,736,752; from France, 748,603; from Austria, 93,689; from the Hanse Towns, 73,499; from Turkey, 10,290. With the influence which the United States is rapidly acquiring in China, and with the extraordinary natural advantages which it possesses for the eastern trade, it seems easily possible for the United States to do the carrying trade in tea for Russia, and for American tea-houses to undersell Prussian and English ones in the Russian market. It is only the better sorts of teas, however, that would be sold here with profit.

In 1867 the figures are the following for vessels, steam and sailing.

	Cargo.	Ballast.
Entered the ports of the Baltic Sea.....	3, 708	2, 000
Entered the ports of the White Sea.....	330	51
Entered the southern ports.....	1, 342	2, 006
Total .....	5, 380	5, 057

These make the total of vessels entered 11,047, with an aggregate tonnage of 1,385,738 tons. Of these there came from North America one ship of 102 tons in ballast, and 44 ships, aggregating 8,625 tons, with cargo. Of these 40 entered at Cronstadt or St. Petersburg, 2 at Narva, 1 at Riga, 1 at Windau, and 1 at Taganrog. Only 19 vessels, all of which came to Cronstadt, sailed under the United States flag.

	With cargo.	In ballast.
Sailed from the Baltic ports.....	5, 470	
Sailed from the White Sea ports.....	802	
Sailed from the southern ports.....	4, 008	
Total .....	10, 340	

makes a total of 11,090 vessels, with an aggregate tonnage of 110,900 tons. Of these, 23 vessels, with an aggregate of 5,317 tons, sailed for America; 18 from Cronstadt, 3 from Riga, 1 from Archangel, 1 from Taganrog; 19 vessels sailed under the United States flag, all from Cronstadt.

The aggregate receipts of duties for the last ten years is as follows for the European frontier:

	Roubles.
.....	29,347,235
.....	27,052,751
.....	27,448,273
.....	27,935,533
.....	28,578,400
.....	30,939,084
.....	32,809,681
.....	29,365,434
.....	27,544,157
.....	30,506,366
.....	37,053,947

The largest amounts of duties were collected in 1867, being, in roubles, as follows: From tea, 6,568,758; salt, 2,816,142; wines and liquors, 1,940,809; oil, 1,666,134; sugar, 1,705,343; fruits, 1,082,393; tobacco, 1,008,956; cotton goods, 1,240,422; linens, 1,170,396; metallic manufactures, 1,082,960; linen goods, 899,776; cotton yarns, 573,325; wool, 654,573; dyes, 383,931; small wares, 286,579; chemical materials, 285,830; petroleum, 276,031; cloth mats, &c., 199,493; laces, 170,589; pepper, 165,422; furs, 298,396; glassware, 185,807; various materials, 112,482.

The amount of money received for duties from January to September 1868, is 23,526,158 roubles, being less than the amount received for the same time of 1867 by 1,708,441 roubles. The amount of money received on imports in 1868 for the same time is 19,396,423 roubles, being 270,732 roubles more than in the same time in 1867. The amount of coin and bullion exported is 2,918,490 roubles, being less by 1,000,000 roubles than in 1867.

From the amounts received for duties, there was received at the Custom House in Moscow from January to September 11-23, 1868, 112,482.13 roubles, being greater by 500,266.33 roubles than the amount received during the same time in 1868. Judging from this, the whole of imports into Russia will be less in 1868 than it was in 1867, owing to the new tariff. As the duties are lower, many goods will be sent back as long as possible until that comes into operation. The prices of goods in Moscow at the same time have increased, not only relatively but absolutely.

In respect to the commerce of the present year I can report only statistics of the principal articles of trade from January 1 to June 1, and not even that in money value.

*Imports into Russia from January 1, 1867, to June 30, 1868.*

	1867.	1868.	At Moscow, 1868.
Sugar, raw and powdered.....poods..	301,256	49,967	.....
Sugar, refined, molasses, &c.....do.....	10,929	733	.....
Canton tea.....do.....	202,085	216,006	145,000
Coffee.....do.....	193,003	189,918	1,046
Oils.....do.....	440,116	440,882	34,004
Wines in casks.....do.....	302,573	334,945	57,007
Wines in bottles.....bottles.....	72,456	105,477	24,004
Champagne wine.....do.....	389,467	404,970	182,200
Salt.....poods.....	5,107,508	4,024,870	.....
Tobacco in leaves.....do.....	61,447	64,235	1,000
Tobacco, cut, and cigars.....do.....	1,535	1,994	365
Cotton, raw.....do.....	1,078,283	892,471	5,004
Cotton yarns.....do.....	81,092	89,327	12,422
Dyewoods.....do.....	208,749	218,139	378
Indigo.....do.....	27,672	27,946	2,700
Lead.....do.....	176,960	281,371	.....
Wool.....do.....	98,043	109,046	41,000
Silk.....do.....	8,438	5,399	2,300
Cotton goods.....do.....	38,639	29,190	5,577
Woolen goods.....do.....	39,284	37,477	5,700
Silk goods.....do.....	5,399	5,506	1,100
Linon goods.....roubles.....	1,612,104	1,301,632	70,000

Increase on tea, tobacco, wines, dyewoods, lead, and wool.

*Exports from Russia from January 1, 1867, to June 30, 1868.*

Articles.	1867.	1868.
Cereals.....chetverts.....	7,232,005	6,465,110
Flax and hemp seed.....do.....	596,001	307,600
Tallow.....poods.....	440,515	347,307
Flax.....do.....	2,504,639	3,625,300
Flax tow.....do.....	121,049	267,000
Hemp.....do.....	922,756	870,000
Hemp tow.....do.....	5,379	12,414
Hemp and flax yarns.....do.....	154,244	148,046
Leather, raw.....do.....	99,837	173,000
Leather, worked, (Russia).....do.....	6,293	26,300
Bones.....do.....	184,514	222,000
Wool, raw fleeces.....do.....	200,840	279,200
Bristles.....do.....	24,960	41,513
Potash.....do.....	53,661	104,600
Iron.....do.....	143,963	102,015
Copper.....do.....	4,801	.....
Ropes and cables.....do.....	30,984	137,000
Sail cloth, &c.....pieces.....	5,097	2,000
Coarse cloth.....arshines.....	745,321	1,955,000
Woods.....roubles.....	4,168,709	4,754,000
Furs.....poods.....	8,749	22,000

A decrease in cereals, hemp and tallow; an increase in nearly everything else.

*Imports of tea at the chief custom-houses, from January 1 to June 30, 1868, expressed—poods.*

	Flower.	Ordinary.	Brick.
St. Petersburg.....	746	.....	25,000
Odessa.....	218	.....	16,100
Moscow.....	3,607	.....	142,100
Warsaw.....	232	.....	4,000
Wirballen.....	494	.....	20,700
Irkusk.....	12,170	105,967	122,700

Since I last wrote on this subject the following roads have been opened to the public: the Great Southern road, from Tula to Orel and Kurak; one-half of the Sretgryazht road, from Gryazht to Elitz; the

Orel road, from Vitebsk to Rosland; the Shuya-Ivanova road, the length connecting Ivanova with the Nijnii-Moscow line. This is all about fifteen hundred versts opened during the last year. Work on the Great Southern road from Kursk to Kief, and from Balta, is in a very forward state, and trains have passed over

The roads from Rosland to Orel, and from Orel to Elitz, will be opened. The construction of the road from Kursk to Kharkop and on goes on with unexampled rapidity, and the road will be opened in the time fixed for it. Work is also being actively carried on on the Yaroslav line, and on the Gryazha-Borissoglebsk line. A concession has just been granted for the construction of a railway between Rostov, Revel, and Baltic Port. The subscriptions for the stock of the Vybinsk-Ostechriask road (Ostechriask is a station on the Moscow-Petersburg railway) were opened, and five times the amount required was subscribed for in a few days in Russia alone. The subscription to the stock of the Koztof-Tambof railway was accompanied by very fortunate results. Work is begun on both lines. It is thought that the Helsingfors-St. Petersburg railway will be opened next year. The gross receipts of the government railways from January 1, 1868, are as follows compared with 1867:

Railways.	1867.	1868.	Per cent. increase.
Moscow railway, (Moscow to St. Petersburg,) 604 versts.....	4, 863, 076. 71	5, 902, 057. 51	21. 3
Warsaw railway, 181 versts.....	110, 518. 66	649, 773. 44	487. 8
Kursk railway, 320 versts .....	.....	127, 934. 33	.....
Lvivopol and branches, 368 versts.....	521, 785. 00	752, 403. 91	44. 1
.....	5, 495, 280. 37	7, 432, 169. 19	.....
Per cent. increase.....	.....	1, 808, 854. 49	.....

## Gross receipts of the private railway companies for the same time, January 1 to July 1, 1868.

Description.	Length in versts.	Passengers.		Freights.		Gross receipts.		Percentage of increase in receipts.
		1857.	1868.	1857.	1868.	1857.	1868.	
St. Petersburg and Warsaw, and branches to Prussian frontier	1,207	489,656	502,915	17,718,903	23,273,772	3,429,246 79½	4,114,424 07½	20
Riga to Danaburg	204	122,841	133,371	5,192,943	6,233,906	447,223 00	639,092 00	40.4
Moscow to Nijni-Novgorod	410	338,111	371,769	13,650,417	19,547,935	1,700,075 82½	2,175,691 89	29.9
Moscow to Riazan	196	241,342	281,036	15,904,578	22,494,015	1,492,563 89	2,028,021 45	44.5
Moscow to Twitzler	106	236,710	270,021	6,044,409	8,228,198	273,149 97	334,297 00	22.3
Tarkowselo	25	369,359	431,090	—	—	146,173 25	194,668 82½	33.3
Peterhof	51	381,269	435,553	467,166	550,001	157,175 64	175,313 07	11.5
Riazan to Koslof	184	64,024	120,837	11,424,530	20,937,184	862,941 09	1,613,808 41	87
Ryashk to Morskauak	120	—	24,833	—	4,217,077	—	242,743 97½	—
Koslof Voronez	170	—	38,324	—	2,468,157	—	213,676 89	—
Dunaburg to Vitebsk	245	89,444	100,923	1,429,933	4,351,514	328,036 00	521,182 00	58.9
Volga and Don	73	8,718	12,254	1,217,281	2,020,814	97,923 72	145,257 39	40
Warsaw and Vienna	325	333,821	357,457	17,908,923	17,877,829	1,126,828 55½	1,273,794 84½	13
Warsaw to Bromberg	131	114,210	130,934	4,070,287	4,719,400	239,911 17½	244,290 10½	1.5
Warsaw to Tarnopol	192	55,797	88,152	847,305	2,682,276	65,095 88	271,371 51	—
Fabrics and Lodz	28	30,350	38,056	1,021,989	1,727,650	30,155 64	36,608 75½	21.3
Grubovsk to Aludý	72	54,653	77,545	1,734,143	3,437,379	46,093 44	87,098 69	—

\* Opened December 1, 1867.

† Opened February 1, 1868.

; Whole road opened September 6, 1857.

‡ Opened wholly February 1, 1868.



Grand Company entered into possession of the Nikolai railway (to St. Petersburg) on September 1-13, their shares having gone up in consequence of their accession. The contract with Winans has been retained, and he (Mr. Winans) has bought very many shares of the road, so that he is now one of the largest holders of the company. Paragraphs, founded on the supposition that the Government is dealing very strictly and sharply with the company, appear from time to time in the newspapers, but are usually denied.

A great fair at Nijnii-Novgorod has been very successful this year, and business was much better than for several years past. The total value of exchanges is not known at present, but is estimated at over a hundred millions of roubles. The sales are nearly always at a year's advance.

This year there were few failures to pay the notes due. Money was plentiful, bank discount being at six per cent., and private at five and a half, seven, and eight per cent. In 1867 it was very hard to get money at twelve per cent. Russian manufactures have found a ready sale. It was noticed that there were bought in large quantities shawls, shawls, and by traders who deal only with peasants, cheap silver watches, clocks, silver and gold crosses, and *samovars*, or tea machines. Stock was soon exhausted, and large orders were given to the factories.

This seems to indicate a greatly improved condition of the peasant. There were sold about 3,600,000 pounds, or 100,000 poods of cotton from Bokhara, at prices from nine to ten roubles per pood.

Wool sold well, contrary to general expectation. About 300,000 poods of wool were sold, beginning at 8.60, but going up to 11.20 roubles.

The sale of Kiakhta tea was very good, in spite of all the difficulties which the overland trade is now suffering. The quality of the tea was better than that of Canton tea, and superior to what is imported. It varies from one hundred and twenty-three to one hundred and twenty-four roubles. Of brick tea twenty-two thousand chests were sold, at about fifty roubles per chest of thirty-six bricks, or one hundred and twenty pounds.

Wool sold well.

Iranian almonds, fruits, and groceries were much cheaper than usual, and sold well.

Wool sold very badly.

Wool from the Caucasus were twenty per cent. higher than last year. The market was low and hard to sell.

The market was also dull.

Wool was entirely bought up at good prices, chiefly by large dealers. Seven thousand roubles worth of calf-skins were bought for export to the United States.

Wool and copperware sold unusually well.

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CRONSTADT.—A. WILKINS, *Consular Agent*.

DECEMBER 31, 1867.

Wool only exports shipped from this port to the United States during the year ended December 31, 1867, were leather boot-legs, amounting in value to 600.33 silver roubles.

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AMOUR RIVER.—P. MCD. COLLINS, *Commercial Agent*.

DECEMBER 31, 1867.

Wool only exports shipped from this port to the United States during the year ended December 31, 1867, were furs, amounting in value to 85 silver roubles.

TURKEY AND ITS DEPENDENCIES.

CONSTANTINOPLE.—J. H. GOODENOW, Consul General.

DECEMBER 31, 1867

Statement showing the number of vessels arrived at and departed from Constantinople the year 1867, together with their tonnage and nationality.

Nationality.	Arrivals.		Departures.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
United States .....	3	1,088	3	1,088	6	
Austrian .....	1,270	597,766	1,262	593,280	2,532	1,190,046
Belgian .....	44	19,858	44	19,858	88	
Bremen and Hamburg .....	23	100,765	23	10,765	46	
British .....	2,030	827,317	2,051	832,723	4,081	1,660,040
Danish .....	8	2,748	8	2,740	16	
Dutch .....	10	2,933	11	3,022	21	
French .....	433	199,569	432	198,465	865	
Greek .....	3,480	648,155	3,518	653,434	6,998	1,301,589
Italian .....	2,679	887,485	2,669	868,000	5,348	1,755,485
Mecklenburg .....	278	94,867	274	93,709	552	
Norwegian .....	478	168,736	480	169,466	958	
Oldenburg .....	4	878	4	878	8	
Prussian .....	209	73,326	203	70,154	412	
Russian .....	720	339,612	733	356,536	1,453	
Swedish .....	23	5,816	24	5,964	47	
Spanish .....	1	293	1	293	2	
Turkish .....	10,899	741,826	10,689	739,085	21,588	1,480,911
Turkish Chian .....	123	8,062	134	9,177	257	
Turkish Samian .....	148	8,761	160	9,276	308	
Turkish Servian .....	6	721	8	1,166	14	
Jerusalem .....	11	3,267	11	3,267	22	
Totals .....	22,880	4,643,829	22,742	4,643,346	45,622	9,287,175

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

	Piao
Opium .....	865,9
Otto of roses .....	207,2
Adragant .....	74,0
Oil of geranium .....	10,0
Raw silk .....	40,5
Turkish tobacco .....	45,5
Rags .....	189,7
Total for quarter ended December 31, 1867 .....	821,5
Total for quarter ended March 31, 1868 .....	30,1
Total for quarter ended June 30, 1868 .....	6,4
Total for quarter ended September 30, 1868 .....	23,3
Total .....	81,4

SMYRNA.—ENOCH J. SMITHERS, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

	Piasters.
Opium.....	2, 622, 961 58
in arabic.....	14, 576 28
in gum.....	4, 908, 384 06
Almonds, raisins, almonds, yellow berries, and gum.....	3, 234, 812 86
Gum, nutgalls, gum tragacanth and scammony.....	484, 628 82
Orice roots.....	133, 577 00
Wool and wool.....	417, 440 82
in tragacanth.....	262, 512 96
Indries.....	18, 223 83
Total for quarter ended December 31, 1867.....	12, 097, 118 21
Total for quarter ended March 31, 1868.....	3, 421, 283 94
Total for quarter ended June 30, 1868.....	4, 428, 072 19
Total for quarter ended September 30, 1868.....	7, 228, 819 33
Grand total.....	27, 175, 293 67

BEIRUT.—J. A. JOHNSON, *Consul General*.

MARCH 31, 1868.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

	Piasters.	Paras.
Tobacco.....	35	00
White and colored washed wool, 125 bales.....	178, 784	36
Total for quarter ended March 31, 1868.....	178, 819	36
Total for quarter ended June 30, 1868.....	287, 021	25
Total for quarter ended September 30, 1868.....	929, 746	30
Total for nine months.....	1, 395, 588	11

Commerce between Syria and the United States has gained considerably during the year 1868, and it is to be hoped that henceforth it will be conducted on a wider basis.

One of the obstacles which greatly restrain the increase of commercial relations between both nations is the want of a direct line of shipping service which may touch regularly at different important ports of the coast, whence goods may be constantly imported from and exported to the United States. But, notwithstanding this important obstacle, and the loss of time sustained in the transportation of goods in sailing vessels, American and Syrian merchants are extending their commercial relations, and the number of arrivals and departures of American vessels has increased more than one-half in comparison with previous years. The total tonnage is 1,044.09, as will be made clear from the inclosed list of arrivals and departures, excluding a considerable quantity of exports and imports which have been transported to and from the United States in English steamers by way of Liverpool, American vessels by way of Liverpool, and American vessels under English flags.

Another obstacle, which checks the extension of commercial relations between both countries, is the expense incurred in transporting goods in

American sailing vessels sent expressly from the United States to Syrian ports.

In order to avoid a part of that expense, vessels of foreign nations bound from the United States to the Mediterranean should be hired by American merchants to transport Syrian goods to America in their homeward voyage, thus avoiding the expenses in part or in whole of the outward voyage. Increased acquaintance and confidence between the United States and Syrian capitalists would promote an increase of trade.

It is evident that if these obstacles be removed, and means for facilitating transportation are established, commerce between both countries will increase, and goods of different kinds will be daily exported to and imported from the United States, the objects of exportation and importation being numerous and promising a considerable profit.

Wool, washed and unwashed, is the chief article of exportation, and finds a very good market in the United States. The quantity exported to the United States in 1868 of this article is 1,076 bales, containing 697,839 pounds, of the value of 1,853,197 piasters and 30 paras, being in United States gold money \$74,135 91, exclusive of a considerable quantity exported from Alexandria and Syria by way of Smyrna.

There have also been exported to the United States, during the year 1868, 643 bales and bags containing 317,360 pounds of washed and unwashed rags, the value of which amounts to 86,999 piasters and 20 paras, being in American gold money \$3,479 98.

Samples of raw silks, galls, linseed, sponges, buffalo and ox hides, rose and orange water, gypsum, tobacco, tumbac, nuts, terra, umber, &c., have also been exported to the value of 86,999 piasters and 33 paras, being in United States silver money \$3,479 99. The total value of Syrian goods exported to the United States during the year 1868, excluding charges thereon, has been \$82,635 88 in gold.

The chief article of exportation from the United States to Syria is petroleum, which finds a very ready market. Its use is daily increasing, and it has already been introduced into the interior and on Mount Lebanon, especially as olive oil is very dear. The value of petroleum imported from the United States last year in American vessels is \$39,556 41 in gold.

It is worthy of remark that a very great quantity of this article, exclusive of that above mentioned, has been imported from the United States in foreign vessels, by way of England, France, Alexandria, and Smyrna.

The commerce of Syria received a very strong check during the crisis of 1866-'67, and from which it has not yet revived. This, combined with the political troubles and constant agitation of Europe on account of French and Prussian rivalry, and Ottoman and Greek difficulties, has considerably affected the commerce of Syria, and lessened confidence to a great degree, so that articles of import find a poor market.

But when confidence is restored, and the political atmosphere improves, it is believed that commerce will be of greater importance, and American articles of import, such as lumber, cordage, furniture, iron, zinc, &c., if imported, will find a ready market, and produce considerable profit.

*Statement showing the description and value of the exports from Beirut during the year 1867.*

	Piasters
Spinned silk.....	3, 044, 300
Curled silk.....	276, 000
Woven silk.....	344, 700
Cocoons.....	908, 200
Wool.....	100, 141

	Plasters.
l wool.....	147, 490
ool.....	157, 050
.....	286, 182
.....	784, 320
.....	9, 918
.....	8, 256
.....	6, 678
.....	195, 825
.....	119, 460
.....	112, 830
.....	88, 790
.....	54, 180
.....	51, 340
.....	19, 353
.....	17, 680
.....	8, 690
.....	5, 085
.....	4, 473
.....	4, 385
.....	3, 872
.....	2, 287
.....	2, 210
.....	1, 268
ida.....	1, 190
al value .....	6, 766, 923

at showing the description and value of the imports into Beirut during the year 1867.

	Plasters.
ires.....	3, 166, 320
fton.....	1, 208, 480
.....	888, 882
.....	364, 228
.....	304, 240
.....	8, 960
.....	2, 480
.....	2, 490
y wood.....	13, 552
.....	21, 182
.....	533, 244
.....	230, 064
ol.....	177, 200
.....	150, 000
.....	164, 320
.....	124, 404
.....	1, 800
.....	1, 155
.....	6, 912
.....	15, 168
.....	51, 060
.....	159, 080
.....	109, 840
.....	107, 368
.....	105, 080
.....	140, 800
.....	114, 000
salt.....	2, 928
.....	6, 640
.....	6, 052
.....	100, 000
la.....	19, 080
.....	86, 796
.....	69, 455
.....	44, 608
.....	26, 160
.....	63, 400
l C R	



	Plasters.
Cheese.....	16,064
Wool.....	13,500
Wine.....	63,060
Cinnamon.....	1,912
Flour.....	12,972
Butter.....	7,724
Cement.....	7,400
Beer.....	4,934
Furniture.....	7,940
Marble.....	17,325
Nails.....	6,368
Paste.....	13,764
Tiles.....	9,800
Sundries.....	1,071,422
<b>Total value.....</b>	<b>9,602,933</b>

**SIDON.—S. ABELA, Vice-consul.**

*Statement showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Sidon during the year 1867.*

Nationality.	With cargoes.			In ballast.			Total.			Invoice value of cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
ENTERED.										
French .....				1	250	8	1	250	8	
Greek.....	1	100	6	4	455	35	5	555	41	2640
Ottoman.....	77	2,396	502				77	2,396	502	28,148
Total.....	78	2,496	508	5	705	43	83	3,201	551	28,788
Total for 1866.....	69	2,497	449	5	2,633	109	74	5,150	551	30,704
CLEARED.										
French.....				1	250	8	1	250	8	
Greek.....	3	325	27	2	230	14	5	555	41	2550
Ottoman.....	53	1,690	320	24	708	182	77	2,396	502	75,490
Total .....	56	2,015	347	27	1,186	204	83	3,201	551	78,040
Total for 1866 .....	16	596	111	58	4,752	440	74	5,150	551	67,194

	Turkish weights or measures.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Turkish weights or measures.	English weights or measures.	Turkish money, in piasters.	English money.
Tobacco.....okes.	278,809	.....	.....	278,809	4,460,944	.....	.....	278,809	796,594	4,460,944	£35,688
Silk.....do.	120	.....	.....	120	42,000	.....	.....	120	342	42,000	336
Silk spun by European machinery.....do.	115	.....	80,000	.....	.....	.....	.....	115	328	80,000	640
Dyed silk.....do.	7,000	.....	.....	7,000	2,280,000	.....	.....	7,000	20,000	2,800,000	22,400
Dried figs.....do.	12,000	.....	.....	12,000	24,000	.....	.....	12,000	34,286	24,000	192
Raisins.....do.	1,000	.....	.....	1,000	3,500	.....	.....	1,000	2,857	3,500	22
Shrubs of dried apricots.....do.	500	.....	.....	500	2,000	.....	.....	500	1,428	2,000	16
Galls.....do.	100	.....	.....	100	2,000	.....	.....	100	285	2,000	16
Vitriolic earth.....do.	60,000	.....	.....	60,000	60,000	.....	.....	60,000	171,429	60,000	480
Red leather.....number.	7,000	.....	.....	7,000	70,000	.....	.....	7,000	7,000	70,000	560
Pomegranate peels.....okes.	1,500	.....	.....	1,500	1,500	.....	.....	1,500	4,285	1,500	12
Oil.....do.	800	.....	6,400	800	.....	.....	.....	800	2,285	6,400	51
Lemons.....do.	250,000	.....	.....	150,000	75,000	.....	.....	250,000	714,286	125,000	1,000
Cocoons.....do.	8,000	.....	1,280,000	.....	.....	.....	.....	8,000	22,857	1,280,000	10,240
Pomegranate fruits.....do.	320,000	.....	.....	320,000	320,000	.....	.....	320,000	914,286	320,000	2,560
Cotton.....do.	8,000	.....	27,000	.....	.....	.....	.....	3,000	8,571	27,000	216
Soap.....do.	700	.....	.....	.....	.....	.....	.....	700	2,000	5,600	45
Grains.....do.	7,500	.....	.....	7,500	150,000	.....	.....	7,500	21,428	150,000	1,200
Nezame.....do.	15,000	.....	45,000	.....	.....	.....	.....	1,500	42,857	45,000	360
Rice.....do.	64,800	.....	226,800	.....	.....	.....	.....	64,800	185,142	226,800	1,814
Sole leather.....do.	15,000	.....	300,000	.....	.....	.....	.....	15,000	42,857	300,000	2,400
Leather.....number.	8,000	.....	1,100,000	.....	.....	.....	.....	8,000	8,000	1,100,000	8,800
Linen.....pieces.	1,500	.....	45,000	.....	.....	.....	.....	1,500	1,500	45,000	360
Dates.....okes.	3,000	.....	6,000	.....	.....	.....	.....	3,000	8,571	6,000	48
Cheese.....do.	2,000	.....	.....	2,000	16,000	.....	.....	2,000	5,714	16,000	128
Indigo.....do.	1,000	.....	110,000	.....	.....	.....	.....	1,000	2,857	110,000	880
Salt.....do.	1,313,698	.....	.....	1,313,698	1,352,208	.....	.....	1,313,698	3,753,423	1,352,208	10,818
Wine.....do.	9,000	.....	.....	9,000	27,000	.....	.....	9,000	25,714	27,000	216
Arrack.....do.	10,000	.....	.....	10,000	80,000	.....	.....	10,000	28,571	80,000	640
Vinegar.....do.	3,000	.....	.....	3,000	4,500	.....	.....	3,000	8,571	4,500	36
Onions.....do.	150,000	.....	.....	150,000	37,500	.....	.....	150,000	428,572	37,500	300
Garlics.....do.	600	.....	.....	600	1,500	.....	.....	600	1,714	1,500	12
Husks.....do.	100,000	.....	.....	100,000	100,000	.....	.....	100,000	285,715	100,000	800
Covers, linen cloth.....number.	1,000	.....	40,000	.....	.....	.....	.....	1,000	1,000	40,000	320
Coffee.....okes.	4,000	.....	60,000	.....	.....	.....	.....	4,000	11,429	60,000	480
Woods.....number.	10,000	.....	.....	.....	.....	.....	.....	10,000	10,000	40,000	320
Mat.....do.	300	.....	12,000	.....	.....	.....	.....	300	300	12,000	96
Grains.....kilos.	4,000	.....	.....	4,000	40,000	.....	.....	4,000	4,000	40,000	320
Total for 1867.....	2,679,042	124,715	3,331,800	2,437,827	9,669,652	111,500	102,000	2,674,042	7,581,057	13,103,452	104,828
Total for 1866.....	1,707,700	102,900	2,513,000	1,592,800	8,865,500	12,000	850,000	1,707,700	4,832,157	12,228,500	97,828

JULY 15, 1867

I have the honor to transmit herewith in duplicate the returns of imports and exports, &c., at the port of Sidon for the year 1867, together with those of previous year, for comparison.

The diminution of the duty on tobacco from twelve to six piasters per oke has increased the exportation of the article, which accounts for the increase shown in the export returns.

The annexation of the government of the districts of Marj Ayn, Shekif, and Shoomar to that of Sidon, has contributed also to the improvement of the trade of this city, although its commercial affairs are still regarded as in a depressed state. All the articles imported from the United States and Europe, being entered at the port of Beirut, are not included in the Sidon returns, even though many of these articles are intended for consumption in Sidon. It is only within two years that petroleum has been introduced into this country, and now a large part of the oil used for lights is of this kind.

The harvest which is now being gathered is not promising, on account of the scarcity of rain in April. The crop of cocoons was also less than last year, and being small in Europe the price increased forty per cent. above that of last year.

The revenue of the district of Sidon for 1867 is as follows:

	Piasters.
From the lands.....	334,000
From the duty on sheep and goats.....	24,000
Military service exemption tax upon the Christians and Turks.....	25,000
From the duty on tobacco.....	2,813,000
From the custom-house, on silk, &c.....	248,000
From the imposts on articles in Sidon, such as fish and coffee, and on slaughtered animals and goods sold at auction.....	59,000
Revenue of the quarantine office, telegraph, and government stamp-paper..	32,000
From the tithes.....	236,000
Total amount.....	<u>3,771,000</u>

The expenses of the district are about 426,000 piasters, including the pay of the Caimacam scribes and police, &c.

## DOMINION OF MUSCAT.

ZANZIBAR.—E. D. ROPES, *Consul*.

DECEMBER 31, 1867.

*Showing the description, quantity, and value of the exports from  
Zanzibar to the United States during the quarter ended this day.*

	German crowns.
1 packages.....	327 50
1 packages.....	137 81
1 ell, 3 cases.....	1,086 79
1 bags.....	4,969 30
ns, 603 bags.....	106 75
27 bags.....	615 30
opal, 210 cases.....	13,513 85
ge and small, 514 pieces.....	35,395 06
400 balls.....	434 00
.....	11,828 42
.....	
l for quarter ended December 31, 1867.....	56,586 36
l for quarter ended March 31, 1868.....	41,119 56
l for quarter ended June 30, 1868.....	57,065 14
l for quarter ended September 30, 1868.....	313,809 44
.....	
and total.....	468,580 50

## JAPAN.

NAGASAKI.—W. P. MANGUM, Consul.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Japanese fancy goods.....	\$125 33
Japanese tea.....	64,259 75
Total for quarter ended December 31, 1867.....	64,385 08
Total for quarter ended March 31, 1868.....	64,709 16
Total for quarter ended June 30, 1868.....	
Total for quarter ended September 30, 1868.....	63,738 11
Total for nine months.....	192,832 35

KANAGAWA.—JULIUS STAHEL, Consul.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Teas.....	\$736,771 67
Silk.....	131,015 10
Tin.....	64,047 21
Silk worms' eggs.....	20,130 47
Merchandise.....	14,651 59
Curios.....	2,777 84
Japan ware.....	2,092 60
Bulbs.....	836 73
Shoes.....	1,030 00
Haversacks.....	646 35
Wearing apparel.....	204 50
Rags.....	222 87
Sundries.....	4,432 33
Total for quarter ended December 31, 1867.....	1,078,859 26
Total for quarter ended March 31, 1868.....	831,483 28
Total for quarter ended June 30, 1868.....	345,914 88
Total for quarter ended September 30, 1868.....	985,355 40
Grand total.....	3,301,612 82



ment showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Kanagawa from January 1, 1868, to December 31, 1868.

Nationality.	Entered.		Cleared.	
	No.	Tons.	No.	Tons.
United States .....	114	171,938.33	118	169,927.11
British .....	178	87,279	169	80,849
French .....	29	24,764	25	20,939
German .....	9	2,584	7	1,791
Italian .....	11	3,242	11	3,329
Spanish .....	7	3,062	6	2,538
Portuguese .....	33	9,602	25	8,382
Dutch .....	4	1,497	3	1,177
Chinese .....	1	373	1	373
Total .....	385	304,341.33	363	289,552.11

SEPTEMBER 30, 1868.

ment showing the description, quantity, and value of the exports from this port to the United States during the year 1868.

10,361,392 $\frac{7}{8}$ pounds .....	\$3,165,089 69
raw, 812 bales .....	538,156 94
waste, 172 bales .....	62,425 91
raw merchandise, 1,699 packages .....	29,009 49
raw curiosities, 201 packages .....	11,062 90
raw, (re-export,) 9,404 bags .....	12,233 61
Japan, 9,159 bags .....	11,338 76
raw, 20 bales .....	10,073 49
raw goods, 2 packages .....	543 85
raw, 1,640 stands .....	8,210 80
raw slabs .....	5,034 97
raw rods, 221 bundles .....	2,517 17
raw, plants, and seeds, 85 packages .....	1,511 24
raw age and harness, 2 cases .....	1,032 50
raw 72 cases .....	989 88
raw es and bridles, 4 cases .....	770 00
raw, 7 cases .....	607 50
raw nal effects, 3 cases .....	585 00
raw y casks and bottles, 472 packages .....	583 61
raw 'orms' eggs, 100 cards .....	151 91
raw si, 6 boxes .....	301 96
raw rooms, 20 boxes .....	239 65
raw r bags, 6 boxes .....	278 09
raw e-fish, 9 boxes .....	221 31
raw 2 cases .....	90 90
raw parilla root, 1 case .....	60 25
raw 1 case .....	33 25
raw, 15 tubs .....	28 50
raw le-trees, 78 pieces .....	25 80
raw l fruit, 15 barrels .....	Returned
raw engine .....	Returned
Total .....	3,863,208 93

ment showing the description and value of the imports into Japan at the port of Kanagawa during the year 1868.

raw .....	\$1,305,419
raw shirtings .....	1,492,772
raw le shirtings .....	26,774
raw .....	16,416
raw cloths .....	78,075
raw kerchiefs .....	9,268

Brocades and spots, white.....	1
Brocades and spots, dyed.....	
Chintzes.....	
Turkey reds.....	
Velvets.....	2
Muslins and cambrics.....	
Taffachelass.....	2
Cotton yarns.....	1,7
Camlets.....	4
Lastings.....	
Crape lastings.....	
Lusters and Orleans, figured.....	1
Lusters and Orleans, plain.....	1
Wool fancies.....	3
Alapacas.....	
Camlet cords.....	
Cloth.....	2
Spanish stripes.....	
Long ells.....	
Blankets.....	1
Iron, flat and round.....	
Iron, hoop.....	
Iron, pig.....	
Iron wire.....	
Lead.....	
Sugar, white.....	1
Sugar, brown.....	1
Raw cotton.....	1
Coals, English.....	
Rice.....	3
Treasure.....	6,7
Tin plates.....	
Total value.....	<u>14,9</u>

**SIAM.**

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**BANGKOK.—S. M. HOOD, Consul.**

**DECEMBER 31, 1867.**

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

ce, being total for quarter ended December 31, 1867 .....	\$14,077 35
Total for quarter ended June 30, 1868 .....	8,086 65
Total for quarter ended September 30, 1868 .....	25,198 96
Total for nine months .....	<u>47,362 96</u>

## CHINA.

SHANGHAI.—G. F. SEWARD, *Consul General.* •

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

	Taela.
Tea, 182,511 chests and 5,489 packages.....	3, 149, 970. 06
Silk, 358 bales.....	143, 174. 67
St. braid, 761 bales .....	21, 369. 53
Rhubarb, 25 chests and 40 boxes .....	1, 565. 06
Matting, 500 bales.....	1, 875. 19
Re-reeled silk, 4 cases.....	1, 828. 02
Sundries.....	2, 939. 40
Total for quarter ended December 31, 1867.....	3, 322, 721. 93
Total for quarter ended March 31, 1868 .....	471, 286. 88
Total for quarter ended June 30, 1868.....	163, 435. 04
Total for quarter ended September 30, 1868 .....	1, 329, 665. 81
Grand total.....	5, 287, 109. 66

CANTON.—EDWARD M. KING, *Consul.*

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Ginger, 1,000 boxes and 750 cases.....	\$7, 239 70
Chinaware, 24 cases .....	1, 859 38
Tea, 400 cases, 257 packages, 1,031 boxes, 3,401½ chests, and 479 half chests .....	36, 865 69
Silk, 130 pounds, 212 bales, 539 cases, and 115 boxes.....	199, 907 67
Matting and fire-crackers, 630 packages, 6,400, 15,000 boxes, 33,519 rolls.	244, 996 40
Merchandise, 38 cases, 235 packages, and 108 boxes.....	9, 086 18
Fans, 98 packages, 46 cases, and 430 boxes .....	3, 955 18
Sandal-wood and camphor-wood, 6 logs, 117 packages, and 12 cases.....	3, 558 92
Hats, straw, 125 cases.....	3, 119 15
Cassia, 1,402 mats, 30 cases, 600 packages, 1,000 bundles, and 12 boxes ..	32, 434 54
Crape scarfs, 20 boxes.....	3, 592 50
Rhubarb, 58 chests and 75 cases.....	6, 554 18
Aniseed oil, 30 boxes.....	3, 922 95
Sundries .....	6, 809 95
Total for quarter ended December 31, 1867.....	563, 902 39
Total for quarter ended March 31, 1868 .....	318, 517 12
Total for quarter ended June 30, 1868 .....	207, 446 06
Total for quarter ended September 30, 1868 .....	330, 625 45
Grand total.....	1, 420, 491 02

CHINKIANG.—CHARLES J. SANDS, *Vice-consul*.

OCTOBER 22, 1868.

have the honor to lay before you my returns of trade at the port of Chinkiang for the year ended September 30, 1868. Please find herewith following inclosures, viz:

Inclosure A, number and nationality of foreign vessels entered and cleared; inclosure B, list of imports, foreign and coastwise; inclosure C, list of native imports; inclosure D, list of exports.

I am unable to give the imports and exports for the three months ended December 31, 1867, owing to a change having been made in January last, in the manner of keeping the returns at the custom-house.

Trade in foreign goods has steadily increased during the year. Several new manufactories of silk piece goods have been established; other mines and deposits of rich graphite have been found within a few miles of this port; many houses and stores have been built, and all traces of the rebellion are rapidly disappearing. In August last the English missionaries were driven from Yangchow, a city twelve miles from Chinkiang, on the Grand Canal, by a mob, and considerable excitement has been created thereby at this place. It is now dying away, but is still unsafe for the missionaries to resume their work.

The French government lately established a consulate at this port. On the 7th instant two river steamers, the *Hirado* and *Fusiyama*, have been transferred from the English to the American flag, making three American and two English steamers at present running on the river.

*Statement showing the nationality and number of vessels entered at and cleared from the port of Chinkiang for the year ended September 30, 1868.*

Nationality.	Steamers.	Ships.	Lorches.	Chartered junks.	Total.
American.....	208	.....	25	19	252
British.....	183	8	139	12	352
German.....	5	.....	39	.....	41
French.....	.....	.....	5	.....	5
Dutch.....	.....	.....	14	.....	14
Total.....	403	8	222	31	664

*Statement showing the description, quantity, and value of the imports, foreign and coastwise, at the port of Chinkiang, from January 1 to September 30, 1868.*

Shirtings, 11,074 pieces.....	\$47,000
Woolen shirtings, 8,320 pieces.....	26,767
Cloths, 24,208 pieces.....	79,975
Traces, 4,310 pieces.....	10,774
Wool, American, 575 pieces.....	3,555
Wool, English, 1,005 pieces.....	6,127
Wool, Dutch, 347 pieces.....	2,101
Very red cambrics, 1,350 pieces.....	4,920
Traces, 450 pieces.....	1,278
Wool, 800 pieces.....	3,672
Woolkerchiefs, 4,465 pieces.....	4,870
Traces, 510 pieces.....	6,687
Woolens, 610 pieces.....	6,054
Prints, 760 pieces.....	1,890

Cottonades, 1,987 pieces.....	
Lawns, 600 pieces.....	
Muslins, 600 pieces.....	
Camlets, 2,760 pieces.....	
China crapes, 1,010 pieces.....	
Broadcloth, 316 pieces.....	
Cloth habit, 114 pieces.....	
Cloth, medium, 228 pieces.....	
Cloth, Spanish stripes, 1,619 pieces.....	
Lastings, 520 pieces.....	
Long ells, 1,610 pieces.....	
Lusters, figured, 1,880 pieces.....	
Lusters, plain, 1,200 pieces.....	
Lusters, crape, 250 pieces.....	
Figured Orleans, 650 pieces.....	
Opium, Malwa, 3,425 chests.....	2,1
Opium, Patna, 67 chests.....	
Opium, Persian, 7 chests.....	
Brown sugar, 18,586 piculs.....	
White sugar, 13,365 piculs.....	1
Bar iron, 220 piculs.....	
Nail-rod iron, 6,394 piculs.....	
Sandal-wood, 10,436 piculs.....	
Sapan-wood, 1,816 piculs.....	
Bêche-de-mer, 280 piculs.....	
Mushrooms, 86 piculs.....	
Seaweed, 528 piculs.....	
Total.....	<u>3,4</u>

*C.—Statement showing the native imports and their value at the p  
Chinkiang from January 1 to September 30, 1868.*

FROM HANKOW.

Dyestuff, 215 piculs.....	
Fungus, 542 piculs.....	
Gall nuts, 330 piculs.....	
Hemp, 4,635 piculs.....	
Lotus nuts, 264 piculs.....	
Medicines, 1,838 piculs.....	
Oil wood, 79,948 piculs.....	9
Paper, first quality, 79 piculs.....	
Paper, second quality, 912 piculs.....	
Safflowers, 281 piculs.....	
Tallow, vegetables, 8,886 piculs.....	1
Tobacco, leaf, 185 piculs.....	
Tobacco, prepared, 1,791 piculs.....	
Varnish, 331 piculs.....	
Wax, white, 120 piculs.....	
Total value.....	<u>1,1</u>

FROM SHANGHAI.

Dates, red, 115 piculs.....	\$880
Lead, white, 151 piculs.....	1,784
Lungnangs, 381 piculs.....	6,051
Medicine, 247 piculs.....	2,437
Oil, pea, 9,642 piculs.....	78,375
Oranges, 291 piculs.....	3,270
Paper, 174 piculs.....	4,905
Sugar, brown, 32,912 piculs.....	154,028
Sugar, white, 31,095 piculs.....	254,982
Sugar candy, 1,234 piculs.....	17,714
Total value.....	



FROM KINKIANG.

1,203 piculs.....	\$88, 265	
piculs.....	1, 495	
f, 583 piculs.....	11, 650	
value.....		\$101, 410
value of native imports from Shanghai, Kinkiang and kow .....		2, 013, 822

ient showing the description, quantity, and value of the exports  
rom Chinkiang, from January 1 to September 30, 1868.

piculs.....	890
iculs .....	514
uls.....	382
52 piculs.....	3, 374
oods, 619 piculs .....	413, 085
piculs .....	711
culs .....	4, 098
185 piculs.....	1, 714
culs.....	1, 728
269 piculs.....	5, 894
.....	845, 814
for nine months.....	1, 277, 404

CHE-FOO.—E. T. SANFORD, *Consul*.

JANUARY 6, 1868.

ie honor to transmit herewith my report of trade for the first  
led December 31, 1867.  
ls having retired from this part of the province and from the  
road, trade began to revive. During this quarter there have  
piece goods, &c., imported than ever before. Of cotton piece  
e were imported 145,566 pieces; of woolen, 6,022 pieces; of  
pounds; of lead, 1,338 pounds; of tin, 307 pounds; of opium,  
Three vessels have also arrived direct from England. The  
re loaded with coal, the last one with piece goods and metals.  
e having turned out well, we shall probably have a number  
ut direct from England during the year 1868. There has been  
in exports. It has been the custom since the opening of the  
arge fleet of Siamese ships—about forty—to leave Hong Kong  
uthern ports, during the southwest monsoon, for this port.  
in here until the northeast monsoon has fairly set in, when  
ase their cargoes and return to the south. The report of the  
g in the vicinity of Che-foo reached the southern ports about  
the sailing of the fleet; the consequence was that but few of  
here. Vessels have been doing very well, and are now in  
good freights. The merchants are expecting to do a good  
is winter.

NINGPO.—E. C. LORD, *Consul*.

NOVEMBER 7, 1868.

I have the honor to transmit herewith to the department my report of trade at Ningpo for the year ended September 30, 1868, from which it will be seen that this port is by no means one of small or comparatively small importance—a port that exports nearly eighteen million pounds of tea, most of which, it is presumed, goes to the United States.

The teas and silks produced in this region are not shipped direct for foreign countries, but are sent to Shanghai and there transhipped. This circumstance has doubtless served to keep Ningpo in the background; but Ningpo, both as a consuming and producing port, is really one of much importance.

*Statement showing the nationality and number of vessels entered at and cleared from the port of Ningpo during the year ended September 30, 1868.*

Nationality.	In port Sept. 30, 1867.	Entered.	Cleared.	In port Sept. 30, 1868.
American steamers .....	.....	191	191	.....
American sailing vessels .....	.....	3	3	.....
British steamers .....	.....	23	23	.....
British sailing vessels .....	7	124	124	7
Prussian steamers .....	.....	4	4	.....
Prussian sailing vessels .....	1	5	5	.....
North German vessels .....	.....	36	36	3
Bremen vessels .....	.....	4	4	.....
Hamburg vessels .....	2	4	6	.....
Flamish vessels .....	4	13	15	2
Danish vessels .....	.....	3	3	.....
French vessels .....	.....	2	2	.....
Russian vessels .....	.....	1	1	.....
Belgian vessels .....	.....	1	1	.....
Norwegian vessels .....	.....	2	2	.....
Japanese vessels .....	.....	1	1	.....
Chinese boats .....	6	142	142	4
Total .....	22	621	624	13

The following are the kinds and quantities, in piculs, of the imports into Ningpo during the year ended September 30, 1868: Opium, Malwa, 4,302.83; opium, Patna, 422.80; opium, Benares, 230.80; opium, Persian, 26; cotton piece goods, 394,696; woolen and cotton mixtures, 6,181; velvets, 1,618; sugar, white, 85,599.61; sugar, brown, 90,488.61; sugar candy, 4,878.83; rice, 276,709.84; pepper, 3,850.48; tobacco, prepared, 3,894.09; metal, iron-bar, 2,919.79; metal, nail-rod, 19,052.57; metal, wire, 211.03; metal, steel, 1,106.57; metal, copper, 23.45; metal, lead, 8,523.94; metal, tin, 19,000.82; metal, tin plates, 724.10; metal, zinc, 5.47; metal, spelter, 366; quicksilver, 71.20; medicines, 18,463.24; wood, ebony, 7,610.13; wood, red, 12,292.24; wood, Sapan, 4,881.01; wood, sandal, 1,273.43; wood, Garoo, 33.26.

The following are the kinds and quantities, in piculs, of the exports from Ningpo during the year ended September 30, 1868: Tea, green, 133,289.77; tea, leaf, 1,711.26; silk, raw, 1,617.80; cotton, raw, 53,292.04; straw mats, 707,656; medicines, 28,481.05; cuttle-fish, 34,845.70.

A picul is equal to 133½ pounds avoirdupois. Reducing the above weights to pounds, there were exported during the past year: Tea, green, 17,770,968 pounds; tea, leaf, 228,168 pounds; silk, 215,707 pounds; cotton, 7,105,272 pounds; mats, 707,656 piculs; medicines, 3,797,473 pounds; cuttle-fish, 4,646,093 pounds.

FOO-CHOW.—A. ALLEN, *Consul*.

JUNE 30, 1868.

the honor to inclose a statement of the arrivals and departures of vessels from November 1, 1867, to date. The vessels enumerated are chiefly coasting crafts engaged in carrying native produce. A number of coasting vessels (under other flags than American) have arrived during the past year, and the extinction of trading junks to some extent is only a question of time.

Relations between the Chinese officers at this post and this office have been friendly as heretofore. The former always manifest the greatest attention to carry out the terms of the treaty whenever it operates to the advantage of foreigners and to the disadvantage of the Chinese. It is confidently expected that the establishment at Peking of a legation of the United States would tend to the enlightenment of the Chinese as to their duties under the late treaty, but I regret to say that such has not resulted from the case.

Business by fire of the memoranda of 1867, and the demands of my duties upon my time, render it impossible for me to give you a full report on affairs at this port. I have the honor, therefore, to subjoin a statement of trade, taken from the report of the inspector general of customs, showing the total value of imports from foreign countries in 1867, \$5,163,813; value of exports from foreign countries in 1867, \$19,097,640; total value of trade from all ports, \$7,940,827.

Shipping in 1867 was as follows: British, 232 vessels; North German, 16 vessels; American, 16 vessels; French, 5 vessels; Danish, 4 vessels; Netherlands, 2 vessels; Norwegian and Swedish, 1 vessel.

SEPTEMBER 30, 1868.

The only article exported from this port to the United States during the nine months ended September 30, 1868, was tea, to the value of \$37.

AMOY.—C. W. LE GENDRE, *Consul*.

DECEMBER 31, 1867.

I have the honor to show you the description and value of the exports from this port to the United States during the quarter ended this day.

Value of the total for quarter ended December 31, 1867 .....	\$1,116,855 95
Value of the total for quarter ended March 31, 1868 .....	275,023 08
Value of the total for quarter ended September 30, 1868 .....	116,223 87
Total for nine months .....	<u>1,508,102 90</u>

SEPTEMBER 30, 1868.

I have the honor to hand you my report on the trade of my consular district for the year ended September 30, 1868.

No radical changes to report, but in the interior economy of the Amoy the following alterations have been made:

Harbor regulations as to the discharge of fire-arms on board foreign vessels were modified, with the consent of the consuls, on December 1, and a new light-house notice was published on November 1,

1867. I have also to mention the introduction by the imperial government of a new system of pilotage, which, by order of the United States minister at Peking, dated April 25, 1867, came into force from the day on which the Chinese authorities notified me of the rules, in the month of November following. These rules are not without defects. For instance, the tenth, fourteenth, and fifteenth rules make it obligatory on all ships to employ licensed pilots when entering or leaving the port, thus unwisely preventing a number of competent persons from piloting, even when, the vessel being in a pilot's fairway, no licensed pilot could be obtained—depriving masters of vessels of a privilege they have long enjoyed, to have disputes between them and the Chinese authorities settled through their consuls.

It was further urged that, as it is the duty of a master when in foreign trade to put his ships under charge of a pilot, both on entering and leaving a port, whenever within the limits of a pilot's employment, (3 Kent, 165; Law, Hollingsworth, 7 F. R., 160,) under penalty of vitiating his insurance, it was therefore useless to make the pilotage compulsory.

Again, the port of Amoy being very easy of access, masters of vessels engaged in the coast trade, and captains of the large steamers continually plying between Hong Kong and Amoy, having from their long experience a better knowledge of the port than most of the licensed pilots, considered the above rules despotic, unjust, injurious to trade, and calculated simply to extend the patronage of the imperial customs service.

Again, it is evident that if pilotage is compulsory, the pilots should be responsible for damages to ships arising from their neglect or ignorance, and that they should give bonds sufficient to provide for such damages; instead of which the eleventh rule simply provides that the board of appointment shall make due inquiry into all accidents occurring to ships having pilots on board; and should such inquiry prove unfavorable to the pilot employed the board may withdraw his license, and hand him to the proper authorities to be dealt with according to law.

I consider this a most inadequate compensation to offer the owners for the loss of their ships. My orders being to enforce the regulations in question, I did my best to carry them out, and, in compliance with the tenth rule, compiled a set of provisional rules, previously submitted to and amended by a meeting of all the foreign consuls, (the British consul excepted,) assembled under my presidency, and forwarded the same. These rules were not approved by the minister, but simply accepted provisionally. I therefore held that they could not be enforced for the time being, and that, pending further instructions from Peking, pilotage was not compulsory as regarded foreign ships. Should a pilot be taken, however, I was of opinion that he should be a licensed one, and to this the consuls, foreign merchants, and Chinese authorities assented.

On the 10th of April last the taotai of the district issued a proclamation forbidding Chinese subjects to receive foreign goods on board Chinese vessels or foreign vessels chartered by Chinese. This proclamation was made at the time when the export of tea usually commences, and I immediately proceeded to Foochow and brought the case before the viceroy, who directed that hereafter the proclamation should be so construed that it would not infringe the twenty-third article of the treaty of Tientsin, (American.) At the same time I represented to him the injustice of the local regulations levying oppressive taxes on foreign goods which have paid the legal import and export duties, as soon as they pass into Chinese hands, be it even within the limits of the port. These exactions, however, he insisted on maintaining. At another place

shall further allude to these taxes, which are known by the name of *ekim*. They are levied not for any purpose connected with the district, and are so oppressive in their nature that they have already driven away a large part of the trade of the port, and are still further diminishing it year by year.

On the 3d of January last the modification of the tariff reducing the duty on tea dust was made known to me by the United States minister at Peking. This, however, does not affect our commercial interests, as tea dust is shipped hence to the United States.

In my dispatch No. 15, to the State Department, I have already alluded to the action taken by me in April last to secure the abolition of duties on ships' stores at Amoy; also to the reply of the Chinese government, conceding the principle that all articles of ships' use are not subject to duty. I shall, therefore, simply add that the customs officials do their best to carry out the liberal views made known by the high Chinese authorities, and that the interests of the Amoy dock, with which American citizens are connected, have been promoted thereby. In December, 1867, with the co-operation of the other foreign consuls, (the British excepted,) I resisted the illegal action of the *taotai* of Amoy, who, in defiance of both the existing treaties and the regulations adopted by the Chinese government in concert with Mr. Burlingame, attempted to arrest my interpreter, Linkin, then acting as linguist to the commissioner of customs, and who, in this capacity, had been connected with a case of confiscation of goods imported by Chinese on board a foreign vessel. The fact that the Chinaman whom I was asked to arrest and deliver to the native officer was in my employ, made it my duty to inquire into the charges preferred. After due investigation, I decided to bring the case before the viceroy of Fohkim, and was called upon by his excellency to revise it in connection with two Chinese officers having the rank of *taotai*. The verdict given by us exonerated my interpreter from the charge brought against him. It was afterward submitted to the Chinese secretary for foreign affairs, who, after a careful investigation of all the facts, approved of it. On the 11th of December following, I communicated with the minister on the subject, urging the necessity of securing the honest application of the confiscation power by the establishment of a joint tribunal to sit in confiscation cases, as suggested in Mr. Burlingame's letter of June 5, 1864, to Mr. Consul Seward. The minister approved of my action on the 16th of March, and stated that the rules alluded to were being prepared. On the 8th of June last they were promulgated, and, in my estimation, wiser regulations could not have been drawn up.

A new rule, just promulgated for the guidance of revenue officers at the treaty ports, is both equitable and liberal. It provides that, in case of false manifests, no matter what may be the nationality of the vessel, the fine, in place of being five hundred taels, as heretofore invariably, is to be in accordance with the circumstances of the case, and may be fixed at any amount under five hundred taels, but is never to exceed that sum.

The adjustment of the *Rover's* case was fully reported to the department in November, 1867.

On the 11th of June last I was instructed by the *chargé d'affaires* to urge the provincial authorities to do their duty in maintaining the fort established while the Chinese officers and myself were in the south of Formosa last year, in order that peace and security might be maintained in that region. I therefore communicated on the subject with the viceroy of Tohkien and Chinkiang. Early last month two Chinese officers

were sent to Southern Formosa, with orders to organize the militia at Tossu Pong, and to build a permanent fort there. The aborigines seem to have preserved a grateful remembrance of the liberal interference of the United States in their behalf in 1867. While on that inhospitable coast with the United States steamer Aroostook, in May last, although the state of the weather did not permit me to land at South Bay, I visited Panglee, to the north of it, and there met one of the chiefs of the Bootan tribe, who, trusting to my protection, came on board the Aroostook to receive some presents which had been handed to me for the Formosa aborigines by residents in Amoy. This occurrence, the first, I believe, of the kind, although very simple in appearance, is of important bearing, as it shows the confidence placed in us by these tribes; and I believe it will have the effect of showing them that, unlike the Chinese, we have feelings of honor, honesty, and humanity, which can be relied on. The facilities afforded to our residents to hire, within the limits of the port, sites for the purpose of building residences, have of late been greatly increased. On my representation, the title to the ground on which Mr. Hyatt erected the old American consulate, ten years ago, has been made good by the district magistrate, and no fewer than three buildings have been erected by Americans or American protégés on ground hired through me during 1867 and 1868. The American missionaries now occupy a fine building opposite the town of Amoy, in Kulangsoo, and they have secured another extensive piece of ground, on which they propose to make other erections. Both Christians and Christian property in the interior are protected. At my request a proclamation was issued in May last by the taotai of the district, bringing to the cognizance of the people the articles of the treaty which refer to Christianity; and all complaints made in the case of interference on the part of Chinese with the rights of native Christians have been promptly considered, full justice being dealt in every instance by the authorities. I have no acts of piracy to report, neither have I to quote a single instance of any American or American vessel having been connected with the coolie traffic.

#### IMPORTS.

A large proportion of the foreign goods imported here come by way of Hong Kong. There are two lines of British steamers running regularly between Hong Kong, Swatow, this port, and Foochow, which chiefly carry opium from British India, cotton and woolen piece goods, cotton and yarn, metals, &c., from Great Britain, and raw cotton from British India. The principal articles imported from native ports are: from Tientsin, Chefoo, and Newchwang, raw cotton, bean-cake, peas, and medicines; from Shanghai, raw cotton, medicines, raw silk, and silk piece goods; from Ningpo, raw cotton; from Foochow, a small quantity of soft wood and sundries.

Raw cotton is imported almost entirely from India and North China; cotton and yarn from Great Britain and India; rice from Siam, Cochin China, and Formosa ports; oil-cakes and bean-cakes from Java, Formosa ports, and North China; tin, ratans, bêche-de-mer, &c., from Java and Singapore. Treasure is received mostly from Hong Kong, Formosa, and Manila.

The following list shows the average prices of chief articles of import between January 1 and September 30 of the present year:

Shanghai cotton, \$26 03 per picul; Ningpo cotton, \$26 30 per picul; Chefoo cotton, \$24 31 per picul; Tientsia cotton, \$23 50 per picul; Ban-



cotton, \$18 65 per picul; Bombay cotton, \$18 88 per picul; Siam cotton, \$19 87 per picul; English yarn, \$47 36 per picul; Bombay yarn, 49 per picul; gray shirtings, 18½ pounds, \$3 28 per piece; gray tings, seven pounds, \$2 75 per piece; lead, \$9 per picul; tin, \$27 picul.

Average rate of freight to the United States has been £3 per ton measurement of forty cubic feet.

The following table shows the quantities of the principal imports during 1867-'68, placed in comparison with the quantities reported in the previous year's return.

Description.	1866-'67.	1867-'68.	Increase.	Decrease.
Opium.....piculs..	4,561½	3,365		1,196½
Cotton.....do....	38,131	32,532		5,599
Tea.....pieces..	5,841	13,133	7,292	
Peas.....piculs..	243,241	129,389		113,852
and beans.....do....	179,002	154,270		24,732
.....do....	45,511	113,131	67,620	
.....do....	12,544	7,486		5,058
Wheat flour, (American).....do....	4,756			4,756
.....do....		48,223	48,223	
.....do....	2,023.19	3,567.01	1,543.82	
Merchandise.....dollars..	749,714	1,307,392	553,678	
Indian drills*.....	1,827	61,197	4,370	

\* Under this heading are included a great many drills of British manufacture.

The following is a comparative statement of the import trade at the port Amoy from January 1, 1865, to January 1, 1868: January, 1865, to January, 1866, \$12,974,724; January, 1866, to January, 1867, \$12,004,531; January, 1867, to January, 1868, \$9,811,144—showing a constant decrease from 1865, and for 1867 a decrease of \$3,099,099 after deducting re-exports, which amounted to \$1,251,288.

**Cotton.**—The increase in the quantity of the raw staple imported is accounted for by the fact that during the civil war in America large tracts in India were put under cotton cultivation, and since the close of the struggle have yielded considerably more than required for local consumption. This surplus, not being required in Europe, found its way to China for a market, and from Hong Kong to Amoy when the trade was overstocked. To the same excess in the quantity cultivated in India as the requirements of that country is due the increase in the importation of yarn. Large quantities are now manufactured in India, and an impetus has been given to this trade by the high price of English staple during the early part of the past year, when Indian being cheaper, a demand for it arose which did not previously exist. A large portion of the cotton arriving at Amoy during the year found its way to the village of Chunching, some thirty miles northeast of Changchowfoo, where a large colony of weavers, who fled in dismay before the advance of the British army, have re-established themselves. The cloth manufactured by these people is shipped at the market town of Pulan, and reaches this port in large flat-bottomed boats. I allude to Chunching because it is the chief local seat of this industry. The manufacture of nankeen is, however, by no means centralized, but to a certain extent is carried on in every humble household in this province, forming indeed the chief employment for the wives and daughters of the peasantry.

**Manure.**—During the year 1866 an agency for the sale of this manure was established in Amoy, and with a view of encouraging its introduction the customs agreed to admit the article without levy of duty, referring the question to the higher authorities at Peking for final solution.

Under this arrangement some twenty thousand piculs entered, and an extensive godown was erected for its storage on Kulangsoo. The poor-ness of the soil of this part of Tohkien, and the suitableness of the pro-posed fertilizer for land under sugar cultivation, would appear sufficient to justify the local action taken, and to point to the confirmation thereof as a wise and desirable conclusion. Forty-eight thousand piculs have arrived during the past year in five vessels, and upon the last two cargoes duty was collected under a provisional rule at the rate of five per cent. *ad valorem* on the price actually obtained, minus five per cent. This levy, necessitating an enhanced price, has materially checked the sale of the article, and from all I can learn consumption will hardly, under favorable circumstances, be likely to reach one-fourth what might be expected were it admitted on equally favorable terms with bean-cake and other manures.

EXPORTS.

Tea, sugar, sugar candy, tobacco, paper, chinaware, earthenware, bricks, tiles, dried fruits, preserves, pickles, and grass cloths constitute the principal export trade of the port of Amoy; but of these, tea, sugar, and sugar candy may be considered the three chief products of the neighborhood of the port.

The following is a statement of the chief exports during the year from September 30, 1867, to September 30, 1868, compared with those of the previous season, September 30, 1866, to September 30, 1867.

Where sent.	Description.	1866-'67.	1867-'68.	Increase.	Decrease.
North China for the export of pease, and to the rice ports for the export of rice.	Hemp bags....	536, 815	849, 470	312, 655	.....
Singapore Straits and Java .....	China ware....	14, 047	24, 160	10, 113	.....
North China.....	Papers ..	16, 351	20, 725	4, 374	.....
North China.....	Brown sugar ..	33, 564	45, 004	11, 440	.....
North China and Bombay.....	White sugar....	14, 896	14, 901	5	.....
North China.....	Sugar candy ..	40, 748	52, 036	11, 288	.....
North China.....	Tobacco .....	958	1, 383	425	.....
North China.....	Preserves .....	525	1, 695	1, 170	.....
.....	Treasure .....	\$2, 159, 487	\$2, 220, 009	\$60, 522	.....
Chiefly to the United States, (small quan- tity to England.)	Tea.....	29, 290	14, 099	.....	15, 191

The total value of the exports during 1867 (from January, 1867, to January, 1868) is herewith stated.

Chinese produce to native ports .....	\$1, 282, 543
Chinese produce to foreign ports .....	2, 314, 514
Total .....	3, 597, 057
From January, 1866, to January, 1867, the value was .....	3, 989, 843
The last year, therefore, shows a decrease of .....	392, 786

In the subjoined statement is found the average price of exports from January 1 to September 30, 1868: Brown sugar, \$3 per picul; white sugar, \$8 25 per picul; sugar candy, \$9 per picul; tea, \$28 per picul.

The apparent increase in the quantity of tea exported during the sea-son ended September 30, 1868, is readily explained. Buying this year for the next season, 1868-'69, commenced three months sooner than in the previous season, when no shipments were made till the beginning of October. All the quantities exported in September, 1868, should, by right,

to the next season. It has now been calculated that the exportation will fall short 1,000,000 pounds as compared with the figures appearing in the returns for 1867. The cause of this increase is accounted for by the fact that the local tax or leekim, which, notwithstanding that the reasons for its original imposition have long since passed away, (the state insurrection in which the province was,) has not been reduced, and to the fact that, unable to find in an honest trade the benefits they had heretofore realized when the leekim was not so heavy, the Chinese have had recourse to fraud. They mixed with their teas, on their arrival in Amoy, a large quantity of dust, which were sold afterwards to foreign merchants as good material. Therefore, on their coming to New York, these teas, containing about forty per cent. dust, were unsalable, and some of our importers have been ruined by it. Therefore, at the beginning of this season—that is to say, in March last—an agreement was arrived at between the principal foreign merchants not to purchase in future any parcels containing more than twenty-five per cent. of dust. The native traders, not being ready to meet them on these terms, resolved to try the Foochow market, and 6,000 half chests, or about 240,000 pounds, were forwarded there; but there, also, they were compelled to take away seven catties of dust from each half chest of thirty catties, leaving about twenty-three catties in each. As the dust is heavier than tea, the same half chest that last year would have weighed thirty-two catties will weigh this year only thirty catties, or about six and a half per cent. less than last year—a difference which, by itself, will cause a decrease on the whole supply brought down from the country this year of probably 225,000 pounds, while the unusual exportations to Foochow will reduce it again by some 800,000 pounds. I speak more in detail of the tea trade because it constitutes almost the whole of the American export trade at this port. This trade is the source of great revenue to the imperial treasury, and I could suppose that the Chinese government would encourage it rather than the contrary. In 1867, between the months of September and January, it amounted to over \$1,131,312; that is to say, to nearly one-third of the whole foreign export trade of the port for the year.

By treaty, the inland duty on the export of tea should be 1.2½ taels under the present system. The leekim tax is only 7c. 5c. Therefore the import collected under the present system is less than the Chinese could make it by right. But besides this leekim, which has taken the place of the regular import, the Chinese have established an additional irregular tax, which swells the leekim to seven and a half per cent. of the cost of the tea exported, which I find to be in average \$28 per picul. The picul is equivalent to 133½ pounds.

The following table gives the details of the costs of tea from the time it is collected in the field till the time it reaches Amoy, and the irregular taxes collected at the various stations it has to go through on its way to the exporter's place of business:

	Tls.	m.	c.
Planting 1m. 5c.; picking 4m.; packing, 1.4 taels .....	1	9	5
Freight hire from Ning-Chong to Cheong-Ping .....		2	5
Freight hire from Cheong-Ping to Wa-Hoong .....		1	2
Freight hire from Wa-Hoong to Lang-Low .....		3	0
Freight hire from Lang-Low to Pooham .....		1	2
Freight hire from Pooham to Amoy .....		1	2
Warehouse rent, &c., Cheong-Ping, Wa-Hoong, and Lang-Low .....		3	4
Warehouse rent at Amoy, tea-house expenses .....		3	6
		<hr/>	
		3	5 6
Leekim at Ning-Yong .....		1	2

	Tls.	m.	c.
Leekim at Amoy .....	1	2	0
Squeeze at Pooham; repairing at Changchow.....	1	5	
Transit duty .....	2	8	
Total .....	5	3	1
Or in dollars .....	7	3	7

From all other districts the leekim is 1*m.* 2*c.* less than the above.

*Sugar.*—The increase in the export of brown sugar is accounted for by the decrease in the export of white and of candy. The increase has been shipped chiefly in its raw state, in lieu of being used in the manufacture of the latter, which consequently shows about an equal falling off. If the statement of duties collected during the period on which I have to report—that is to say, from September 30, 1867, to September 30, 1868—be placed in comparison with that of the season 1866–’67, the following figures will appear:

	Taela.
1866-’67.....	463,874½
1867-’68.....	403,352½
Decrease.....	62,522

That is to say, there is a decrease of over \$86,368, or seven and three-quarters per cent. of the amount collected in the last season, 1866–’67. In 1866 the sum total of duties collected at Amoy amounted to 533,149*t.* 4*m.* 0*c.* 8*c.*, or nearly eight hundred thousand dollars, an increase over the previous year’s collection of 61,171*t.* 2*m.* 1*c.* 2*c.* The present return, elaborated in the subjoining table, shows that the revenue has suffered a retrogression during the period now reported upon.

Nationality.	Coast trade.				Import.				Export.				Tonnage dues.				Total.			
	Tls.	m.	c.	c.	Tls.	m.	c.	c.	Tls.	m.	c.	c.	Tls.	m.	c.	c.	Tls.	m.	c.	c.
American .....	291	2	8	6	5,096	2	2	1	29,169	8	4	5	1,154	7	0	0	35,712	0	5	2
Austrian .....					689	7	7	8					184	0	0	0	873	7	7	8
Belgian .....					1,774	0	8	0					326	0	0	0	2,094	0	8	0
Bremen .....	2,959	3	7	8	2,152	2	6	2	15,375	6	8	8	1,322	0	0	0	21,849	3	2	8
British .....	10,463	6	5	9	207,023	7	3	4	101,326	6	1	1	10,185	6	0	0	328,999	6	0	4
Danish .....	283	9	0	4	1,060	4	7	8	2,874	2	6	3	97	2	0	0	4,315	8	4	5
Dutch .....	1,871	7	2	3	12,066	4	3	2	23,096	2	1	2	2,398	8	0	0	39,433	1	6	7
French .....	154	3	4	5	1,179	4	1	4	258	5	9	5	161	6	0	0	1,773	9	5	4
Hamburg.....	5,466	7	5	5	5,468	9	2	1	9,472	7	4	4	1,974	5	0	0	22,382	9	2	0
Oldenburg ..	475	1	3	0	19	7	8	4	1,590	9	8	2	130	0	0	0	2,215	9	9	6
Prussian .....	2,273	9	5	3	1,647	2	9	6	17,057	1	4	2	775	2	0	0	21,753	5	9	1
Siamese .....	775	8	8	9	2,946	7	1	9	5,754	1	2	7	956	0	0	0	10,492	7	3	5
Spanish .....	841	0	9	6	2,656	2	8	7	6,852	7	6	8	1,085	0	0	0	11,435	1	5	1
Swedish.....													95	6	0	0	95	6	0	0
Total .....	25,857	1	1	8	243,781	4	0	6	212,828	9	7	7	20,860	3	0	0	503,327	8	0	1

Comparing the grand total, 503,227*t.* 8*m.* 0*c.* 1*c.*, with that for the preceding year, the decrease will be seen to amount to the sum of 29,821*t.* 6*m.* 0*c.* 7*c.*, or rather more than forty-five thousand dollars.

ARRIVALS AND DEPARTURES OF FOREIGN VESSELS.

A table is appended showing the arrivals and departures of foreign vessels. The column increase and decrease shows the increase or decrease of the number of ships or tons as compared with the previous season, September 30, 1866, to September 30, 1867. The increase of the American shipping is only apparent. It is due to an attempt that was made by the owner of the American steamer Fung-Chung to establish a

between Manila and Amoy. The steamer made several trips, after which the service was discontinued, as it proved unprofitable. The Gollala and Nelly Hastings endeavored also to engage in the coast trade, but they were also compelled to give it up after a few attempts, not finding charters in the port. If the arrivals and departures of these three vessels be deducted from those mentioned in the table, the shipping for 1867-'68, compared with that of 1866-'67, will show a decided decrease for 1867-'68. The figures in the table alluded to, that apply to British shipping, require, also, a certain amount of qualification, inasmuch as the preponderance therein shown of British over other foreign flags is, as respects steamers, more apparent than real. Out of the small number of British trading ships, many crafts were owned by Chinese, chiefly natives of Amoy; these vessels, registered at Penang or Singapore, being manned by Lascars, and very rarely officered by British subjects. In view of the new regulations, whereby Chinese are permitted to openly own foreign-built vessels, it is likely that this class of shipping will adopt the flag of China, and the relative numbers of coast-traders will then fall to a clear majority in favor of Northern vessels.

ISLAND OF FORMOSA.

The table is appended which shows the arrivals and departures of foreign vessels at the ports of Takao and Taiwanfoo. Another table shows the arrivals and departures of foreign vessels from the port of Tamsui. A third table shows the arrivals and departures of foreign vessels at the port of Keelung. The table hereunder shows the exports of tea from Tamsui to Amoy for the period from September 30, 1867, to September 30, 1868, compared with the figures appearing in the returns of the previous season, from September 30, 1866, to September 30, 1867, and re-exports from Amoy:

Destination.	1866-'67.	1867-'68.	Increase.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Export from Tamsui for Amoy.....	2, 620. 19	3, 567. 01	1, 546. 82
Export from Amoy for New York.....	1, 766. 47	2, 672. 10	305. 63
Export from Amoy for Foochow.....	492. 00	1, 061. 76	569. 76
Total.....	2, 258. 47	3, 133. 86	875. 39

In 1867-'68 there were exported from Tamsui for Hong Kong 805.76 piculs of camphor. None of this article was exported in 1866-'67. The following statement shows the exports of coal from Tamsui during 1867-'68, compared with the returns of 1866-'67:

	<i>Piculs.</i>
1868.....	435, 591
1867.....	167, 983
Increase.....	267, 608

The following is a similar statement of the exports of rice:

	<i>Piculs.</i>
1868.....	18, 025
1867.....	8, 360
Increase.....	2, 665

The following shows the exports of skins:

	Piculs.
1867-'68 .....	3,587
1866-'67 .....	468
Increase .....	3,119

#### IMPORT TRADE OF THE PORT OF TAMSUI.

The articles of import are as follows: Opium, shirtings, gray and white, camlets, lastings, Turkey red cloths, cambrics, long ells, Spanish stripes, brocades, and cotton. The articles of import, with the exception of cotton, which comes from Ningpo, find their way there principally from Amoy and Hong Kong; occasionally a few chests of drugs arrive from Shanghai.

The open ports of China receive cargo from hence, and the camphor is usually sent to Hong Kong via Amoy.

#### EXPORT TRADE.

The exportation of rice and camphor has been larger this year than was the case in 1867. Imperial prohibition has been withdrawn as regards rice, while the monopoly of camphor is being weakened by the continued efforts of foreigners to obtain from the producers and not from the mandarins. Tea has been brought into favorable notice during the last two or three years, and the export to date is nearly three times in excess of that of last year. I submitted a sample of the quality marked No. 1 to Messrs. Augustine Heard & Co., of Amoy, who report that it "is equal to the finest Amoy tea."

The average prices of exports and imports during the year are as follows:

Exports: Camphor, \$16 50 per picul; rice, \$1 15 to \$2 per picul; tea, fine, \$23 to \$33 50 per 100 catties; tea, fair, \$14 per 115 catties; tea, common, \$8 per 115 catties; sugar, \$2 80 per picul; sugar, Tamsui, \$3 75 per picul; hemp, \$10 75 per 9-foot bundle; indigo, \$3 to \$4 75 per picul; coals, best picked, \$6 per ton.

Imports: Shirtings, gray, 8½ pounds, \$3 50 per picul; opium, \$750 per chest; camlets, \$20 per piece; shirtings, white, \$3 80 per piece; lastings, \$19 per piece; Turkey red cloths, \$3 25 to \$3 30 per piece; long ells, \$11 per piece; Spanish stripes, \$1 10 per yard; brocades, assorted, \$5 per yard; cotton, \$23 per picul.

There is no direct communication with the United States. The articles prohibited to be imported or exported are salt and the munitions of war.

The rules relating to entry and clearance of foreign vessels are uniform in all the ports of Formosa, and the same as in Amoy. Vessels on entering the port must deposit their papers with the consul, if any; if without consul, with the commissioner of customs; tonnage dues to be also deposited with the latter. On clearing, the papers will be delivered upon production of grand chop certifying all duties have been discharged.

#### PORT OF KEELUNG.

*Import trade.*—The articles of import are opium and gray shirtings. The articles of export are coal, rice, hemp, and indigo. The exportations of rice and indigo have been larger this year than was the case in 1867. The imperial prohibition has been withdrawn as regards rice.



The average market prices of the staples of export and import are :  
 al, \$18 per 100 piculs; rice, \$1 15 to \$1 20 per picul; hemp, \$10 75  
 r 9-foot bundle; indigo, \$3 to 4 25 per picul. The average rate of  
 ight to the United States through Amoy is \$19 per ton of forty cubic  
 ft.

#### PORTS OF TAIWAUFOO AND TAKAO.

Takao being virtually the port of Taiwanfoo, and there being but one  
 mmissioner of customs for both places, I will place both under one  
 ading.

The rice embargo was withdrawn in August, last year, and rice can  
 w be exported according to treaty. On shipment to Tientsin no duty  
 at present payable, but as it was only withdrawn by order of the tao-  
 until further notice it may again be levied at any time.

*Import trade.*—The articles of import are piece goods and opium,  
 inese cloth, and tobacco, with a small quantity of raw cotton.

*Export trade.*—The articles of export are white and brown sugar,  
 e, sesamum seed, oil-cakes, groundnuts, groundnut oil, turmeric, sun-  
 aus, and small green peas. The imports are generally shipped from  
 noy and Hong Kong. A small portion comes from Ningpo and Shang-  
 i. The exports with the exception of brown sugar, of which small  
 antities are shipped to Japan and Australia, all go to the China ports  
 d Hong Kong. The ports to which they are exported are principally  
 ngpo, Shanghai, and Chefoo. The import trade does not show any  
 aterial increase or decrease for the last year.

	Piculs.
ports of opium for 1866.....	1,431.03
ports of opium for 1867.....	1,530.59
Increase for 1867.....	99.56
	<hr/>
	Pieces.
port of manufactures for 1866.....	19,063
port of manufactures for 1867.....	28,265
Increase for 1867.....	9,202

Brown sugar is the chief article of export, and last season exports were  
 ne 10,000 piculs over 1866. The high prices obtained in 1866 caused  
 e agriculturists to plant more than the usual amount in 1867, conse-  
 ently the export was larger and prices lower.

The agricultural products are chiefly sugar and rice, and they are  
 reasing in value and quantity every year.

The export of rice is very limited, being nearly all consumed by the  
 owers. Small quantities are shipped in native bottoms to Swatow.  
 is year the export of rice in foreign vessels has been about 6,000 to  
 00 piculs only. The export of sugar, as before stated, has increased  
 nsiderably.

The population of Taiwanfoo, the capital city, is estimated at from  
 1,000 to 200,000. Putan, the Takao district city, has between 8,000  
 d 9,000 inhabitants. The village of Takao has only a population of  
 me 3,000, mostly fishermen.

If moorings were laid in Takao harbor, the navigation would be  
 atly benefited. Buoys laid outside the bar at Takao, to enable ves-  
 s leaving port to haul out, would beneficially affect trade, and a light-  
 ise on Fort Zelandria would be of the greatest service to vessels  
 ering for Taiwanfoo roadstead. The average prices within the year

of staples of export and import are as follows: imports, Benares opium, \$7 60 per chest; Patna opium, \$7 70 per chest; Persian opium, \$6 10 per chest. Gray shirtings, 8 pounds, \$3 60 per piece; Turkey reds, 8 pounds, \$3 75 per piece; camlets, \$20 per piece; long ells, \$10 50 per piece; Lastings, \$18 per piece; white shirting, 68s, \$4 per piece. Exports, white sugar, \$6 50 per picul; brown sugar, \$2 45 per picul; rice, \$1 20 per picul; sesamum seed, \$3 per picul; oil-cakes, \$60 per 1,000 pieces; groundnuts \$2 30 per picul; groundnut oil, \$5 80 per picul; turmeric, \$6 70 per picul.

Salt and munitions of war are not permitted to enter the port of the island on board of foreign vessels, and the free export of camphor has not yet been conceded by the mandarins as a matter of right under the treaty.

In January I shall have the honor to submit a special report on the geographical and geological features of this rich, and comparatively unknown island.

#### GENERAL CONSIDERATION.

I am of opinion that the impediments which have retarded the advancement of the commerce of the United States in this district do not arise from any defects in the existing treaties, but simply from the non-fulfillment or misinterpretation of their clauses by the Chinese. Of these clauses the most important are doubtless Article 10 of the British treaty of Nanking, Article 30 of the American treaty of Tientsin, and Articles 9 and 28 of the British treaty of Tientsin.

Article 10 of the British treaty of Nanking states that British merchandise, which shall have once paid the dues imposed by tariff, may be conveyed by Chinese merchants to any province or city in the interior of the empire on payment of certain transit dues, fixed by the supplementary treaty between the United States and China, done at Shanghai on the 8th of November, 1858, at the rate of two and a half percent. *ad valorem*. This stipulation has been entirely set aside, it having been held by some Chinese authorities that the above clause refers only to merchants and not to merchandise, and by others that it is of no avail to either.

Article 9 of the British treaty of Tientsin, 1858, permits foreigners to travel in the interior of the empire for purposes of pleasure or trade under passport, and Rules 7 and 8 of the supplementary treaty of Shanghai, 1858, confirm the same. The Chinese hold that this refers only to travel for the purpose of pleasure, and refuse permission to travel for purposes of trade.

Rule 10 of the supplementary treaty of 1858, (American,) states: "It being by treaty at the option of the Chinese government to accept such measures as best suited for the protection of its revenue accruing from foreign trade, it is agreed that one uniform system shall be enforced at every port." But the local taxes imposed on imports and exports vary at the different places according to the pleasure of the mandarins, and thus completely neutralize the effect of the treaty regulations. Notoriously at Amoy these taxes have, from their magnitude, an exceptionally evil effect. Table A, which I have carefully prepared, shows the extent of these taxes at the various ports. At Amoy, where the mandarins have great power, the *leekim* (local taxes, literally war tax) is exacted on over two hundred and thirty different classes of goods, the tax being in some instances more than double the amount of the legal dues (tariff) in the supplementary treaty of Shanghai, 1858. In Foochow the impost affects only fifty or sixty of the imports and exports, and these, except in twelve cases,

ller degree than at Amoy. In Swatow the people resisted the in of the tax by force of arms, and opium, in consequence, is article of import that is subject to leekim; which amounts at to ten taels or \$14 50 per chest; while in Amoy, it amounts to chest. In the southern ports of the Island of Formosa, also, the only article subject to leekim, and there it is taxed at the 80 per chest; while in the northern ports twelve articles pay but these invariably exceed even those paid at Amoy. The that, at Amoy, which is placed between Swatow, where no lee-nforced, and Foochow, where it is much less oppressive, the nd export trade is paralyzed. A vast system of overland smug-s been organized, in order to supply the consuming districts in ty, and dealers are debarred from importing their goods through lar channel. Now Chang Chow, Polam, Chinchew, &c., are sup-th opium, piece goods, &c., by Hong Kong and Swatow. The mount of opium is smuggled into Shekhoong, on the Canton natives from Hong Kong, and it finds its way into the interior re; from Shekong Kneichowfoo by water, from thence to Chaou-it is carried by coolies. It is afterwards conveyed by water ou-chow-foo to Chaou Tee, and carried from thence to the city g-chow-foo by coolies, who form regular stages on the road. of opium can be conveyed from Shekloow to Chaou-chow-foo lays, at a cost of \$18. The ports of Wangkong and Chao-an re convenient to the city of Chang-chow-foo, a large quantity ium consumed there is smuggled at the above-named places, eyed to Chang-chow-foo in about four days, at a cost of \$15. ar as concerns opium. As to piece goods, on which no leekim at Swatow, they are mainly sent by way of that port at a cost e eighty catties weight. This journey is performed in five days. e below will show how hardly this bears on the trade of Amoy:

Description of goods.	Average market price in Swatow, duty paid, per bale.	Estimated cost of transport to Chang-chow-foo, per bale.	Average price in Chang-chow-foo, per bale.	Average cost of same in Amoy, per bale.	Same, with leekim, per bale.
7 pounds .....	\$135 00	\$10 00	\$145 00	\$135 00	\$149 00
8 1/2 pounds .....	155 00	10 00	165 00	167 50	181 50
unds .....	95 00	9 00	104 00	100 00	104 00
unds .....	120 00	9 00	129 00	120 00	134 00
gs, 64-66s .....	168 00	10 00	178 00	168 00	182 00
gs, 56s .....	140 00	10 00	150 00	140 00	154 00
.....	180 00	12 00	192 00	200 00	225 00
.....	165 00	12 00	177 00	180 00	205 00

the foregoing it is easy to perceive that the system of smuggling to, having originated with the intention of evading the op-taxation of Amoy, is now carried on to a much greater extent, triment of the imperial revenue at both this port and Swatow; explains the decrease of importation of opium in Swatow in l the continual increase of the import of piece goods since 1865. lowing statement shows the import of opium to Swatow during 1866, compared with the figures appearing in the returns of the season:

.....	\$3,862,559
.....	3,411,451
1866 .....	451,108

1866.....	\$3, 862, 1
1867.....	3, 626, 1
Decrease.....	235, 1

The following statement shows the importation of piece goods into port of Swatow during the year 1867, compared with the figures appearing in the returns of the previous season :

Description.	1865.	1866.	Increase.	1866.	1867.	Incr
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pi</i>
Cotton, dyed.....	2, 711	3, 370	659	3, 370	3, 098	....
Drills, American.....	1, 127	4, 380	3, 253	4, 380	4, 972	
Shirtings, gray.....	41, 111	50, 968	9, 857	50, 968	64, 824	
Shirtings, white.....	10, 319	13, 772	3, 453	13, 772	14, 177	
Shirtings, spotted.....	112	48	.....	48	78	
T cloths.....	12, 810	21, 989	9, 179	21, 989	26, 016	
Turkey reds.....	2, 614	2, 065	.....	2, 065	6, 725	
Camlets, English.....	1, 214	2, 261	1, 047	2, 261	2, 730	
Camlets, Dutch.....	33	45	12	45	107	
Camlets, imitation.....	564	692	128	692	695	
Lastings.....	1, 049	1, 337	288	1, 337	1, 380	
Long ells.....	1, 454	1, 710	256	1, 710	3, 024	
Spanish stripes.....	1, 448	2, 710	1, 262	2, 710	2, 720	
Total.....	76, 766	105, 347	29, 391	105, 347	130, 550	

Foreign merchants in Amoy have made several attempts to evade leekim by sending their goods into the interior under the author transit certificates, but their efforts were rendered useless by the ty nical measures of the local mandarins, who privately informed the nese consignees that in the event of their receiving such goods, t honghs should be shut up and their goods confiscated.

Time after time the injustice of these exactions, and their utter insistency with the spirit and letter of the treaty, has been brought to notice, but under my present instructions I have been unable to a the only efficient remedy, namely, a determined and prompt local re ance to any attempted encroachment. Therefore on the 11th of Dec ber, 1867, I made a partial statement of these facts to Mr. Burlingai in the hope that it might suggest to his mind a remedy to an evil th threatened literally to destroy the foreign trade of the port. I did n dispute the legality of an internal tax, China, as a matter of course, b ing a perfect right, as a sovereign power, to regulate her internal reven as she pleases. Yet, as she had resigned part of her sovereignty in fav of foreign countries when she contracted her various treaties, I he that she could not by any arbitrary measures enforce internal regulatio that would, if not directly, yet virtually neutralize these treaties, a deprive our merchants of the rights they had acquired under them, a on the faith of which they had invested their means in the Chinese tra I pointed out to him that under the heavy incumbrances I have allud to above the trade had materially diminished, the goods of Amoy m chants being undersold in their legitimate consuming districts by impor tion overland by neighboring provinces where no such taxes existed, t that I considered that the local authorities should be compelled to abol such taxes, as interfering with the authorized tariff. The minister knowledged that the taxes were irregular; but he said that the s evil had been complained of at almost every port to a certain ext and he did not think that "any enactment or stipulation could gether reach or remove it until the Chinese had learned tha: by i imposts they would sooner or later kill the prosperity of the trade."

Of course I can conceive that the subject is not without difficulty to our able minister; but, by his own admission, I may be allowed to say now, that if figures procured at the Chinese offices are proof enough of the ruin of our trade, I consider that those I have given above have substantially established that we have at last come to the period, in his estimation, when we might be entitled to relief.

*Notice to mariners.—Taitan light, Amoy.*

The light-house on the island of Taitan, off Amoy, having been piratically attacked on the 30th ultimo, and the lighting apparatus carried off or destroyed, notice is hereby given that no light is now exhibited at the light-house in question.

Amoy, November 1, 1867.

*Notice to mariners.*

Notice is hereby given that the light on Taitan island has been replaced, and from this date will be shown from sunset to sunrise as heretofore.

A. T. GARDNER, *Harbor Master.*

Amoy, November 14, 1867.

*Amoy harbor regulations.*

The following regulations are approved by the consuls representing treaty powers at the port, and are instituted for the order and security of foreign shipping:

1. Vessels on entering the harbor must stop above or below the shipping until the harbor master has assigned them a berth. Masters to moor their vessels with as little delay as possible.

2. Each vessel will moor in the berth allotted to her with from thirty to forty fathoms of chain on each cable, or more if the harbor master thinks necessary.

3. Vessels shall rig in jib and spanker booms, and top or brace up lower and topsail yards.

4. No ballast to be thrown overboard in the harbor without special permission from the harbor master.

5. No pitch or other inflammable substance to be boiled on board any ship in the harbor. Spirits or other inflammable liquids to be drawn off by daylight. The use of artificial light for such purpose is forbidden.

6. Vessels unprovided with a fire-engine must have a bucket fitted with a lanyard for each man on board, before a berth can be assigned them.

7. Vessels to keep a clear hawse, and to have more chain on deck when bad weather is apprehended.

8. No boats, warps, or lines, to be made fast to any of the beacons or buoys. No warps or lines to be run out from dusk till daylight; and when such are in use during the day, a lookout must be kept to slack or let go, when passing vessels or boats require it. Boats moored astern of ships to be within a reasonable distance of the vessel, so as not to hinder passage.

9. Lights to be carried on the extreme starboard fore-yard arm, if required by the harbor master.

10. Vessels not to anchor in that part of the harbor kept clear for steamers.

11. No fire-arms to be discharged within the limits of the harbor without special notification from the consul to the customs; and if the vessel has no consul to refer to, without express permission from the commissioner of customs.

12. Power is vested in the harbor master to make by-laws, which in his experience of the requirements of the port he may think desirable, publicity to which by-laws will be given by posting them in the custom-house for general information.

13. These regulations do not modify or affect any obligation or right of vessels under the laws of seas and rivers, recognized by civilized nations.

14. A breach of any of these regulations shall be visited with a penalty not exceeding one hundred dollars; which shall be inflicted on the offender by the consul of the nation to which such offender belongs, provided such a nation be a treaty power, otherwise by the superintendent of customs.

JAMES WHITFIELD, *Acting Harbor Master.*



*Chinese general pilotage regulations.*

1. The number of pilots to be licensed at each port shall be determined by the harbor master in consultation with the consuls and Chambers of Commerce, and may be increased or diminished as required by circumstances.

2. The subjects, citizens, or protégés of treaty powers shall, equally with natives of China, and without distinction of nationality, be eligible for appointment when vacancies occur, by the board of appointment, subject to the general regulations now issued, and the by-laws to be under them enforced at the several ports, respectively.

3. The board of appointment shall consist of the harbor master, as president, the senior pilot, and two persons whose names shall be drawn by lot by the harbor master, from a list prepared as follows:

In the month of June each year, the agents of insurance offices and of ocean mail steamship lines shall each choose one person (being or having been a pilot or ship-master) for the duty, and shall forward his name to the harbor master, by whom the list will then be arranged and published.

4. Whenever there may be a vacancy among the pilots, it shall be duly notified in the local prints; and eight days afterwards the board of appointment shall proceed to fill it up by a competitive examination. The board may refuse to admit to the examination any one who having once been a licensed pilot has had his license withdrawn: and also any candidate who is unable to produce consular certificates as to character, &c.

5. The examinations shall be public and gratuitous, and the vacancies shall be given to the most competent among the candidates, without distinction of nationality, provided always that the competency of the first on the list be not relative but absolute.

6. Pilots' licenses shall be issued by the commissioner of customs in the name and on behalf of the Chinese government. Licenses issued to pilots, not being natives of China, shall subsequently be viséd and registered at the consulate concerned.

7. It shall be allowable for each licensed pilot to take an apprentice, for whom he shall be responsible. On the application of pilots, the harbor master will supply apprentices with special certificates; but such apprentices shall not be competent to act for the master pilots in piloting ships.

8. Licensed pilots may carry on their business, either singly or in companies. They must pay due respect to the wishes and instructions of the harbor master, under whose orders and control they are placed, and who is invested with the disciplinary powers in view of infractions of established rules. The penalties to be enforced by the harbor master are fines, temporary suspension from duty, and (subject to the confirmation of the inspector general of customs) withdrawal of license.

9. By-laws and rules necessary for the better ordering of pilotage matters at the ports are to be drawn up by the harbor master, with whom also it rests to define the limits of the pilotage ground, and fix the tariff of charges. Such by-laws are to be communicated to the consuls, but shall not be enforced locally until approved by the authorities at Peking. They may subsequently be added to, altered, or annulled, in the same manner.

10. Any one piloting without a license, or making use of another's license, shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the laws of his country. Any pilot lending his license to another will be proceeded against, and dealt with in the same way, in addition to forfeiting his license.

11. The board of appointment shall make due inquiry into all accidents occurring to ships having pilots on board. Whenever the result of the inquiry proves unfavorable to the pilot, the board may withdraw his license, and hand him to the authorities to whom he is amenable, to be dealt with as prescribed by law.

12. Pilot-boats shall be registered with their crews at the harbor master's office, where each boat will be furnished with a certificate and a number. The words *licensed pilot-boat* shall, with the number, be legibly painted at the stern and on the head of the mainsail; and a flag, of which the upper horizontal half shall be yellow, and the lower green, shall be flown. Such registered pilot-boats shall deposit their national papers with their consul or the customs; they shall be at liberty to move freely within the limits of the port and pilotage ground, and shall be exempt from tonnage dues. On the requisition of the harbor master or his deputies, it will be obligatory on registered pilot-boats to convey, from place to place within the limits, employés belonging either customs or harbor masters' departments, with such stores as may be wanted either light-houses or light-ships.

13. Any pilot carried off from the pilot ground, the fault not being his own, shall be entitled to compensation at the rate of five taels per diem. Any damage sustained by a pilot-boat, while alongside the ship piloted, shall be made good by such ship; the damage to be assessed by two competent persons, one to be chosen by the pilot, and the other by the master of the ship concerned.

14. Consignees are responsible for all pilotage fees and charges. Disputes relative to draught of water shall be referred to the harbor master, whose decision shall be final.



shall be obligatory on all ships and steamers arriving at or departing from which there are pilots, to employ pilots coming in and going out. The harbor on behalf of the body of pilots, is empowered to recover from the consignees ship arriving or departing without a pilot, the highest amount chargeable under age tariff, according to the draught of water.

*Provisional regulations concerning passengers' baggage, duty-free goods, and steam-tugs.*

masters become liable to a fine if they allow any passengers' luggage to leave the ship before the arrival of a tidewaiter on board. Luggage supposed to contain goods or articles of contraband, if not at once opened by the owner for examination on board, may be detained and taken to the custom-house; the owner can there be present when it is opened and examined. If not claimed within three days, the customs will proceed with the examination. The presence of dutiable or contraband goods subjects the luggage to confiscation, and the owner to a fine.

Duty-free goods are not to be discharged until after the issue of the "permit to discharge." Any violation of this rule subjects the master of the ship to a fine, of the amount is fixed by the treaty, whether landed, or merely placed in cargo on the wharf. Duty-free goods, whether imported or exported, are to be duly manifested; they are not to be shipped or discharged without the proper permits (as in the case of dutiable goods;) and they must, in every instance, be taken to the customs jetty for examination.

Registers of steamers plying as tugs should be deposited with the consul; on receipt of a consular report, certifying that the steamer is to ply as a tug, and is not engaged in carrying trade, the customs will register the steamer as such, upon which, without report to or clearance from the customs, she may come and go, and be about at pleasure in the harbor and waters adjacent. If about to proceed to a treaty port, such steam-tugs must clear from and report at the customs in the usual way; and failing to do so will be liable to a fine of five hundred taels. Tonnage dues shall be payable by steam-tugs once every four months. If discovered to be engaged in any smuggling transaction, or in the unauthorized transport of cargo, the vessel will be confiscated, and the steamer will no longer be regarded as a tug, but will report at and clear from the customs on each future occasion of arrival in, or departure from the harbor.

*Provisional rules for the pilotage service of Amoy.*

Pilot service of Amoy within the below-named limits is conducted by pilots appointed by the pilot board.

Certificates, to be renewed annually, are granted on application to the master of the navigating officers of regular coasting steamers, of steamers on the Mainland, and of vessels trading regularly between Amoy and Formosa; the holder of the certificate, and the special certificate being valid only for piloting that vessel to which it belongs.

The fee for a pilot license is \$25.

The limit of pilot ground is a line drawn from the Cornwallis stone in the direction of the Point. The pilot is not to leave an outward bound vessel until she is in the safe anchorage of the outer roads.

The pilot will attend to vessels entering at all times, when weather will permit, to obviate the necessity of anchoring in the outer roads. If no pilot is in attendance the incoming vessel must anchor in the outer roads, as by the rules of the port no vessel is to enter the inner harbor until a berth is allotted to her.

Vessels moored in the harbor are not allowed to shift berth without permission of the pilot board or master.

However, after being properly moored in the berth pointed out by the harbor master, orders the berth to be changed, no charge will be incurred by the vessel.

The pilots will work in turn.

Applications for pilots outward should be made at the harbor master's office.

Fees inward and outward to be paid into the harbor master's department, and receipts for the same to be produced when the vessel applies to clear.

Vessels with a licensed pilot on board will be distinguished by the words "Licensed Pilot" painted on each quarter in a conspicuous manner; a flag, of which the upper half is yellow and the lower green, will be flown, and the letter P and the name of the boat will be painted on the mainsail.

For ordinary business the pilot board will meet on the first Monday of every month. Applications for extraordinary meetings to be made to the harbor master.

*Rates of pilotage.*

For entering and mooring under 200 tons register, \$5; for unmooring and leaving under 200 tons register, \$5; for entering and mooring over 200 tons register, at 2½ cents per ton register; for unmooring and leaving over 200 tons register, at 2½ cents per ton register; for shifting berth, including unmooring and remooring under 200 tons register, \$4; for shifting berth, including unmooring and remooring over 200 tons register, at two cents per ton register; for unmooring and docking under 500 tons register, \$5; for unmooring and docking over 500 tons register, \$10; for undocking and remooring under 500 tons register, \$5; for undocking and remooring over 500 tons register, \$10.

*Rules for joint investigation in cases of confiscation and fine by the custom-house authorities, &c.*

**RULE 1.** It shall be the rule for all business connected with the custom-house department to be in the first instance transacted between the commissioner of customs and the consul, personally or by letter; and procedure in deciding cases shall be taken in accordance with the following regulations.

**RULE 2.** Whenever a ship or goods belonging to a foreign merchant is seized in a port in China by the custom-house officers, the seizure shall be reported without delay to the kien-tuh, or Chinese superintendent of customs. If he considers the seizure justifiable, he will depute the Shwni-wee-sze, or foreign commissioner of customs, to give notice to the party to whom the ship or goods are declared to belong, that they have been seized because such or such an irregularity has been committed, and that they will be confiscated, unless, before noon on a certain day, being the sixth day from the delivery of the notice, the custom-house authorities receive from the consul an official application to have the case fully investigated.

The merchant to whom the ship or goods belong, if prepared to maintain that the alleged irregularity has not been committed, is free to appeal, within the limited time, directly to the commissioner, who is to inform the superintendent. If satisfied with his explanations, the superintendent will direct the release of the ship or goods; otherwise, if the merchant elect not to appeal to the customs, or if, after receiving his explanations, the superintendent still decline to release the ship or goods, he may appeal to his consul, who will inform the superintendent of the particulars of this appeal, and request him to name a day for them both to investigate and try the case publicly.

**RULE 3.** The superintendent, on receipt of the consul's communication, will name a day for meeting at the custom-house; and the consul will direct the merchant to appear with his witnesses there on the day named, and will himself on that day proceed to the custom-house. The superintendent will invite the consul to take his seat with him on the bench; the commissioner of customs will also be seated to assist the superintendent.

Proceedings will be opened by the superintendent, who will call on the customs employes who seized the ship or goods to state the circumstances which occasioned the seizure, and will question them as to their evidence. Whatever the merchant may have to advance in contradiction of their evidence he will state to the consul, who will cross-examine them for him. Such will be the proceedings in the interest of truth and equity. The consul and superintendent may, if they see fit, appoint deputies to meet at the custom-house in their stead, in which case the order of proceeding will be the same as if they were present in person.

**RULE 4.** Notes will be taken of the statements of all parties examined, a copy of which will be signed and sealed by the consul and superintendent. The room will then be cleared, and the superintendent will inform the consul of the course he proposes to pursue. If he proposes to confiscate the vessel or goods, and the consul dissents, the merchant may appeal; and the consul, having given notice of the appeal to the superintendent, they will forward certified copies of the above notes to Peking—the former to his minister, and the latter to the foreign office, for their decision.

If the consul agrees with the superintendent that the ship or goods ought to be confiscated, the merchant will not have the right of appeal; and in no case will the release of ship or goods entitle him to claim indemnity for their seizure, whether they be released after the investigation at the custom-house, or after the appeal to the high authorities of both nations at Peking.

**RULE 5.** The case having been referred to superior authority, the merchant interested shall be at liberty to give a bond, binding himself to pay the full value of the ship or goods attached, should the ultimate decision be against him; which bond being sealed with the consular seal, and deposited at the custom-house, the superintendent will restore to the merchant the ship or goods attached; and when the superior authorities shall have decided whether so much money is to be paid, or the whole of the property seized be confiscated, the merchant will be called on to pay accordingly. If he decline to give the necessary security, the ship or merchandise attached will be detained. But whether the decision of the superior authorities be favorable or not, the appellant will not be allowed to claim indemnity.

**RULE 6.** When the act of which a merchant at any port is accused is not one involving the confiscation of ship or cargo, but is one which, by treaty or regulation, is pun-

able by fine, the commissioner will report the case to the superintendent, and at the same time cause a plaint to be entered in the consular court. The consul will fix the time of the trial, and inform the commissioner that he may then appear with the evidence and the witnesses in the case. And the commissioner, either personally or by proxy, shall take his seat on the bench, and conduct the case on behalf of the prosecution.

When the treaty or regulations affix a specific fine for the offense, the consul shall on conviction give judgment for that amount, the power of mitigating the sentence resting with the superintendent and commissioner. If the defendant is acquitted, and the commissioner does not demur to the decision, the ship or goods, if any be under seizure, shall at once be released, and the circumstances of the case be communicated to the superintendent. The merchant shall not be put to any expense by delay, but he shall have no claim for compensation on account of hinderance in his business, for loss of interest, or for demurrage. If a difference of opinion exists between the commissioner and consul, notice to that effect shall be given to the superintendent, and copies of the whole proceedings forwarded to Peking for the consideration of their respective high authorities. Pending their decision, the owner of the property must file a bond in the consular court to the full value of the proposed fine, which will be sent to the custom-house authorities by the consul, and the goods or ship will be released.

**RULE 7.** If the custom-house authorities and consul cannot agree as to whether certain duties are leviable or not, action must be taken as Rule 5 directs, and the merchant must sign a bond for the value of the duties in question. The consul will affix his seal to this document, and send it to the custom-house authorities, when the superintendent shall release the goods without receiving the duty; and these two functionaries will respectively send statements of the case to Peking—one to his minister, the other to the foreign office. If it shall be decided there that no duty shall be levied, the custom-house authorities will return the merchant's bond to the consul to be canceled; but if it be decided that a certain amount of duty is leviable, the consul shall require the merchant to pay it in at the custom-house.

**RULE 8.** If the consul and the custom-house authorities cannot agree as to whether confiscation of a ship, or a cargo, or both of them together, being the property of a foreign merchant, shall take place, the case must be referred to Peking for the decision of the foreign office, and the minister of his nation. Pending their decision, the merchant must, in accordance with Rule 5, sign a bond for the amount, to which the consul will affix his seal, and send it for deposit at the custom-house. As difference of opinion as to the value (of ship or goods) may arise, the valuation of the merchant will be decisive; and the custom-house authorities may, if they see fit, take over either at the price aforesaid. If after such purchase it be decided that the property seized ought to be confiscated, the merchant must redeem his bond by paying in at the custom-house the original amount of the purchase-money. If the decision be against confiscation, the bond will be returned to the consul for transmission to the merchant, and the case shall be closed. The sum paid by the custom-house authorities for ship or goods being regarded as their proper price, it will not be in the merchant's power, by a tender of the purchase-money, to recover them.

*Statement showing the arrivals and departures, and the nationality, number, and tonnage of foreign vessels at the port of Amoy, during the year ended September 30, 1868.*

Nationality.	Cargo.						Ballast.					
	Number.	Increase.	Decrease.	Tons.	Increase.	Decrease.	Number.	Increase.	Decrease.	Tons.	Increase.	Decrease.
<b>ARRIVALS.</b>												
African.....	12	6	.....	9,149	7,849	.....	1	.....	.....	521	.....	.....
Asian.....	265	.....	54	118,552	.....	29,979	4	3	.....	1,606	1,235	.....
European.....	5	.....	6	1,253	.....	1,349	.....	.....	.....	.....	.....	.....
American.....	71	42	.....	15,727	10,729	.....	7	.....	2	1,651	.....	287
Other.....	77	.....	50	26,092	.....	15,299	9	.....	2	2,378	.....	531
<b>DEPARTURES.</b>												
African.....	12	7	.....	9,119	8,055	.....	1	.....	.....	521	.....	.....
Asian.....	254	.....	54	115,338	.....	27,523	15	.....	9	5,728	.....	6,034
European.....	4	.....	.....	1,161	246	.....	.....	.....	1	.....	.....	189
American.....	57	23	.....	12,494	11,242	.....	16	.....	5	3,587	.....	1,388
Other.....	81	.....	38	24,631	11,253	11,253	7	.....	6	7,481	.....	2,110

dry includes Spanish, Dutch, Norwegian, Danish, Siamese, &c. With reference to the columns increase and decrease, an explanation is given in the text of the report, showing that the increase in the American and Chinese shipping for the period of 1867-'68, as compared with 1866-'67, is more apparent than real.

Statement showing the arrivals and departures of foreign vessels, together with their nationality, number, and tonnage, at the port of Tamsui (Island of Formosa) during the year ended September 30, 1868.

Nationality.	ARRIVALS.				DEPARTURES.			
	Cargo.		Ballast.		Cargo.		Ballast.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
American .....					1	271		
British .....	16	6,862	9	1,570	19	5,798	2	
French .....	1	92						
Prussian .....	4	935	1	173	5	911		
Sundry .....	5	1,048	1		6	1,189		

Sundry includes Spanish, Dutch, Danish, Norwegian, Siamese, &c.

Statement showing the arrivals and departures, also the nationality, number, and tonnage of foreign vessels at the ports of Takao and Taiwanfoo during the year ended September 30, 1868.

Nationality.	ARRIVALS.				DEPARTURES.			
	Cargo.		Ballast.		Cargo.		Ballast.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
American .....			2	952	2	952		
British .....	25	4,889	7	1,923	22	5,395	9	1,291
French .....	4	904	1	277	4	904	1	277
Prussian .....	47	10,442	18	3,299	61	13,238	3	703
Sundry .....	3	626	1	258	4	883		

Sundry includes Spanish, Dutch, Danish, Norwegian, Siamese, &c.

Statement showing the arrivals and departures, also the nationality, number, and tonnage of vessels at the port of Keelung (Island of Formosa) during the year ended September 30, 1868.

Nationality.	ARRIVALS.				DEPARTURES.			
	Cargo.		Ballast.		Cargo.		Ballast.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
American .....	6	1,963	3	1,052	8	2,705		
British .....	28	7,890	26	9,575	48	13,775		
French .....								
Prussian .....	3	1,428	5	1,439	8	2,867		
Sundry .....	8	2,608	5	1,341	12	3,726		

E A.—Showing the amount of impost payable on imports, &amp;c.—Continued.

ption of goods.	Import duties per tariff as agreed upon at Shang- hai, November 8, 1858.				Classifier of quan- tity.	Leekim duties in . Amoy, 1867 and 1868.				Classifier of quan- tity.	Leekim duties in Keelung and Tamsin, 1867 and 1868.
rued:	Tls.	ms.	c.	c.		Tls.	ms.	c.	c.		
.....	1	2	5	0	Per picul..	1	0	5	0	Per picul..	
.....	1	5	0	0	do.....	1	5	0	0	do.....	
.....	1	2	0	0	do.....	2	2	5	0	do.....	
.....	1	5	0	0	do.....	2	0	0	0	do.....	
.....	1	5	0	0	do.....	3	5	0	0	do.....	
.....	2	5	0	0	do.....	3	4	0	0	do.....	
allow, hempseed, cas- le oil, and lamp oil .....	3	0	0	0	do.....	2	0	0	0	do.....	\$2 pr. 100 piculs.
.....	1	8	0	0	do.....	1	5	0	0	do.....	
.....	3	0	0	0	do.....	1	1	5	0	do.....	
.....	3	6	0	0	do.....	1	5	0	0	do.....	
.....	3	5	0	0	do.....	1	8	5	0	do.....	
.....	3	5	0	0	do.....	1	2	0	0	do.....	
ings.....	1	0	0	0	Each.....	1	5	0	0	Per 100....	
.....	3	6	0	0	Per picul ..	1	2	5	0	Per picul ..	
.....	5	0	0	0	do.....	1	2	1	2½	do.....	
.....	6	0	0	0	do.....	1	0	0	0	do.....	
.....	1	5	0	0	do.....	1	2	0	0	do.....	
addy, and millet .....	1	0	0	0	do.....	3	3	7	5	do.....	\$3 pr. 100 piculs.
.....	1	0	0	0	do.....	3	0	0	0	do.....	
.....	1	8	0	0	do.....	2	2	7	5	do.....	
.....	4	0	0	0	do.....	2	3	1	2½	do.....	
vare.....	1	0	0	0	do.....	2	0	0	0	do.....	
.....	5	0	0	0	do.....	3	7	½		do.....	
ck.....	1	5	0	0	do.....	1	1	3	7½	do.....	
ite.....	2	0	0	0	Per 100....	1	5	0	0	Per 100....	
nds.....	3	0	0	0	Per 100 p'ra.	1	6	2	5	Per 100 p'ra.	
.....	1	8	0	0	do.....	1	5	0	0	do.....	
.....	2	5	0	0	Per picul ..	1	5	0	0	Per picul ..	
.....	10	0	0	0	do.....	3	0	0	0	do.....	
.....	9	0	0	0	Per 100....	3	7	5	0	Per 1,000 ..	
.....	10	0	0	0	Per picul ..	3	0	0	0	Per picul ..	
.....	10	0	0	0	do.....	2	0	0	0	do.....	
.....	3	0	0	0	do.....	1	5	0	0	do.....	
ibroideries.....	12	0	0	0	do.....	6	5	0	0	do.....	
.....	10	0	0	0	do.....	3	0	0	0	do.....	
is, lychnon .....	4	5	0	0	do.....	1	0	0	0	Per piece ..	
.....	12	0	0	0	do.....	2	5	0	0	do.....	
.....	12	0	0	0	do.....	1	2	5	0	do.....	
.....	12	0	0	0	do.....	1	7	5	0	do.....	
.....	5	5	0	0	do.....	2	5	0	0	Per picul ..	
.....	5	5	0	0	do.....	1	5	0	0	do.....	
.....	5	0	0	0	Per 100....	1	2	5	0	Per 100....	
.....	5	0	0	0	do.....	1	7	5	0	do.....	
d leopard.....	1	5	0	0	Each.....	2	5	0	0	do.....	
.....	5	0	0	0	Per 100....	3	7	5	0	do.....	
.....	5	0	0	0	do.....	2	0	0	0	do.....	
er.....	2	0	0	0	do.....	8	7½			do.....	
.....	2	0	0	0	do.....	8	7½			do.....	
.....	1	5	0	0	Each.....	5	0	0	0	do.....	
.....	1	5	0	0	do.....	1	2	5	0	do.....	
.....	1	5	0	0	do.....	1	2	5	0	do.....	
.....	1	7	5	0	do.....	1	2	5	0	do.....	
.....	1	5	0	0	Per picul ..	1	1	7	5	do.....	
.....	1	2	0	0	do.....	1	5	0	0	Per picul ..	
.....	2	0	0	0	do.....	2	5	0	0	do.....	
.....	2	5	0	0	do.....	3	0	0	0	do.....	
.....	2	0	0	0	do.....	2	5	0	0	do.....	
.....	1	2	5	0	do.....	1	2	5	0	do.....	
.....	3	5	0	0	do.....	8	3	2½		do.....	
.....	1	5	0	0	do.....	2	0	0	0	do.....	
red.....	4	5	0	0	do.....	3	7	5	0	do.....	
.....	2	5	0	0	Per catty..	7	5	0	0	Per catty..	
.....	1	0	0	0	Per picul ..	2	5	0	0	Per picul ..	
iveteen.....	1	8	0	0	Per piece..	1	5	0	0	Per piece..	
.....	5	0	0	0	Per picul ..	3	0	0	0	Per picul ..	
.....	1	8	0	0	do.....	3	3	7½		do.....	
.....	2	5	0	0	do.....	3	2	5	0	do.....	
skin.....	1	5	0	0	do.....	5	0	0	0	Per 100....	
.....	1	5	0	0	do.....	3	0	0	0	Per picul ..	
.....	1	5	0	0	do.....	3	0	7½		do.....	

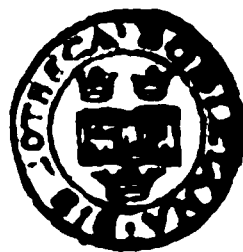


TABLE A.—Showing the amount of impost payable on imports, &amp;c.—Continued.

Description of goods.	Import duties per tariff as agreed upon at Shanghai, November 6, 1858.				Classifier of quantity.	Leekim duties in Amoy, 1867 and 1868.				Classifier of quantity.	Leekim duties in Keelung and Tamsui, 1867 and 1868.
	Tls.	m.	c.	c.		Tls.	m.	c.	c.		
Cotton bags.....			4	5	Per picul..	1	5	0		Per picul..	
Cotton, raw.....	3	5	0		do.....	4	0	0		do.....	
Cornelians.....	2	0	0		Per 100 st'ns	25	0	0	0	do.....	
Eggs, preserved.....	3	5	0		Per 1,000..	1	2	5		Per 1,000..	
Gray shirtings.....		8	0		Per piece..	2	0	0		Per piece..	
White shirtings.....	1	0	0		do.....	2	0	0		do.....	
Printed chints.....		7	0		do.....	1	0	0		do.....	
Cotton thread.....	7	2	0		Per picul..	7	5	0		Per picul..	
yarn.....	7	0	0		do.....	7	5	0		do.....	
Cow bezoar.....	3	6	0		Per catty..	7	5	0		Per catty..	
Crackers.....	5	0	0		Per picul..					Per 1,000..	
Cutch or gambier.....	1	8	0		do.....	8	3	2½		Per picul..	
Dates, red.....		9	0		do.....	1	5	0		do.....	
black.....	1	5	0		do.....					do.....	
Elephant teeth, whole.....	4	0	0	0	do.....	6	7	5	0	do.....	
broken.....	3	0	0	0	do.....	5	5	0	0	do.....	
Fans, paper.....		4	5		Per 100...		7	5		Per 100...	
palm leaf, trimmed.....	3	6	0		Per 1,000..	1	5	0	0	Per 1,000..	
untrimmed.....	2	0	0		do.....	7	5	0		do.....	
Feathers, kingfisher.....											
peacock.....	4	0	0		Per 100...	1	0	0		Per 100...	
Felt cuttings.....	1	0	0		Per picul..		2	5		Per picul..	
caps.....	1	2	5	0	Per 100...	5	0	0		Per 100...	
Fish dried.....											
maws.....	1	0	0	0	Per picul..	2	5	0		do.....	
skins.....	2	0	0		do.....	5	0	0		Per 100...	
Galangal.....	1	0	0		do.....	2	5	0		Per picul..	
Gamboge.....	1	0	0	0	do.....	1	3	7	5	do.....	
Ginseng, American.....	6	0	0	0	do.....	20	0	0	0	do.....	
Glass beads.....	5	0	0		do.....	1	0	0		do.....	
Glassware.....	5	0	0		do.....	8	7	5		do.....	
Glass.....	1	5	0		do.....	2	5	0		do.....	
Gold thread, real.....	1	6	0	0	Per catty..	6	5	0	0	do.....	
Groundnuts.....	1	0	0		Per picul..	1	5	0		do.....	
Gum, benjamin.....	6	0	0		do.....	2	7	5	0	do.....	
dragon's blood.....	4	5	0		do.....	2	3	2½		do.....	
myrrh.....	4	5	0		do.....	3	0	7	5	do.....	
olitenum.....	4	5	0		do.....	2	7	5	0	do.....	
Hair, camels'.....	1	0	0	0	do.....		2	5		do.....	
goats'.....	1	0	0		do.....		2	5		do.....	
Hams.....	5	5	0		do.....	5	0	0		do.....	
Hartail.....	3	5	5		do.....	7	5	0		do.....	
Hemp.....	3	5	0		do.....	2	0	0		do.....	\$4 50 pr 100
sacking.....						5	0	0		do.....	
Hides, buffalo.....	5	0	0		do.....	2	5	0		do.....	
rhinoceros.....	4	2	0		do.....	2	5	0		do.....	
Horns, buffalo.....	2	3	0		do.....	1	2	5		do.....	
deer.....	2	5	0		do.....	6	8	2½		do.....	
rhinoceros.....	2	0	0	0	do.....	1	5	0		do.....	
Indigo, dry and liquid.....	1	8	0		do.....		8	7½		do.....	
Ink, India.....	4	0	0	0	do.....	1	2	5	0	do.....	\$4 50 pr 100
Istinglass.....	6	5	0		do.....	5	0	0		do.....	
Lamp-wick.....	6	0	0		do.....	1	0	0	0	do.....	
Lead, red and yellow.....	3	5	0		do.....	2	7	5		do.....	
white.....	3	5	0		do.....	5	0	0		do.....	
Leather, green.....	1	8	0	0	do.....	3	0	0	0	do.....	
Lichee, dried.....	2	0	0		do.....	2	5	0		do.....	
Lilly flowers, dried.....	7	2	0		do.....	3	0	0		do.....	
Lilly or lotus seed.....	5	0	0		do.....	1	5	0		do.....	
Lunggan.....	2	5	0		do.....	2	5	0		do.....	
Mangrove bark.....	3	0			do.....		4	5		do.....	
Marble slabs.....	2	0	0		do.....	1	0	0		do.....	
Mats.....	2	0	0		Per 100...	1	5	0		Per 100...	
Medicine, (Chuan lean).....						5	0	0	0	Per picul..	
(Chuan Poey).....						2	6	0	0	do.....	
(It kim).....						2	0	0	0	do.....	
Melon seeds.....	1	0	0		Per picul..	1	5	0		do.....	
Metals:											
Manufactured copper.....	1	5	0	0	do.....	1	0	0	0	do.....	
Copper ore.....						1	5	0	0	do.....	
Copper, yellow.....	2	0	0		do.....	7	5	0		do.....	
Iron, unmanufactured.....	7	5			do.....	2	0	0		do.....	
wire.....	2	5	0		do.....	2	5	0		do.....	
Lead.....	2	5	0		do.....	4	0	0		do.....	
Quicksilver.....	2	0	0	0	do.....	2	0	0	0	do.....	



**TABLE A.—Showing the amount of impost payable on imports, &c.—Continued.**

Description of goods.	Import duties per tariff as agreed upon at Shanghai, November 8, 1856.				Classifier of quantity.	Leekim duties in Amoy in 1867 and 1868.				Classifier of quantity.	Leekim duties in Takao and Tai Wanfoo, 1867 and 1868.*
	Tls.	ms.	c.	c.		Tls.	ms.	c.	c.		
.....	2	5	0	0	Per picul..	25	4	0	0	Per picul..	*The only article of import on which leekim is now paid is opium, and the amount is \$80 per chest. Up to the end of last year an import leekim duty of 60 cents on every \$100 value was levied on all other imports, but it has been withdrawn since.
.....	2	0	0	0	Pr 100 ston's	25	0	0	0	.....do.....	
ed.....	2	5	0	0	Per 1,000..	1	1	2	5	Per 1,000..	
.....	1	0	0	0	Per piece..	2	0	0	0	Per piece..	
gs.....	7	7	0	0	.....do.....	2	0	0	0	.....do.....	
.....	7	2	0	0	.....do.....	1	0	0	0	.....do.....	
l.....	7	0	0	0	Per picul..	7	7	5	0	Per picul..	
.....	7	0	0	0	.....do.....	7	7	5	0	.....do.....	
.....	3	6	0	0	Per catty..	7	7	5	0	Per catty..	
.....	5	0	0	0	Per picul..	7	7	5	0	Per 1,000..	
abler.....	1	8	0	0	.....do.....	8	3	3	2 1/2	Per picul..	
.....	1	9	0	0	.....do.....	1	5	0	0	.....do.....	
.....	1	5	0	0	.....do.....	6	7	5	0	.....do.....	
th, whole.....	4	0	0	0	.....do.....	5	5	0	0	.....do.....	
broken.....	3	0	0	0	.....do.....	1	5	0	0	Per 100....	
.....	3	6	0	0	Per 1,000..	7	5	0	0	Per 1,000..	
seaf, trimmed.....	2	0	0	0	.....do.....	7	5	0	0	.....do.....	
untrimmed.....	4	0	0	0	Per 100....	1	0	0	0	Per 100....	
fish.....	1	0	0	0	Per picul..	5	0	0	0	Per picul..	
cock.....	1	2	5	0	Per 100....	2	5	0	0	Per 100....	
.....	1	0	0	0	Per picul..	2	5	0	0	Per picul..	
.....	1	0	0	0	.....do.....	2	5	0	0	.....do.....	
.....	1	0	0	0	.....do.....	2	5	0	0	Per 100....	
.....	1	0	0	0	.....do.....	2	5	0	0	Per picul..	
.....	1	0	0	0	.....do.....	1	3	7	5	.....do.....	
frican.....	6	0	0	0	.....do.....	20	0	0	0	.....do.....	
.....	5	0	0	0	.....do.....	1	0	0	0	.....do.....	
.....	5	0	0	0	.....do.....	8	7	5	0	.....do.....	
.....	1	5	0	0	.....do.....	2	5	0	0	.....do.....	
real.....	1	6	0	0	Per catty..	6	5	0	0	.....do.....	
.....	1	0	0	0	Per picul..	1	1	5	0	.....do.....	
in.....	6	0	0	0	.....do.....	2	7	5	0	.....do.....	
s blood.....	4	5	0	0	.....do.....	8	3	3	2 1/2	.....do.....	
.....	4	5	0	0	.....do.....	3	0	7	5	.....do.....	
.....	4	5	0	0	.....do.....	2	7	5	0	.....do.....	
.....	1	0	0	0	.....do.....	2	7	5	0	.....do.....	
.....	1	1	8	0	.....do.....	5	0	0	0	.....do.....	
.....	5	5	0	0	.....do.....	7	5	0	0	.....do.....	
.....	3	5	5	0	.....do.....	2	0	0	0	.....do.....	
.....	3	5	0	0	.....do.....	5	0	0	0	.....do.....	
.....	5	0	0	0	.....do.....	2	5	0	0	.....do.....	
.....	4	2	0	0	.....do.....	2	5	0	0	.....do.....	
.....	2	5	0	0	.....do.....	1	2	5	0	.....do.....	
eros.....	2	0	0	0	.....do.....	6	9	2 1/2	.....do.....		
nd liquid.....	1	8	0	0	.....do.....	1	5	0	0	.....do.....	
.....	4	0	0	0	.....do.....	1	5	0	0	.....do.....	
.....	6	5	0	0	.....do.....	1	0	0	0	.....do.....	
.....	6	0	0	0	.....do.....	8	7	5	.....do.....		
l yellow.....	3	5	0	0	.....do.....	5	0	0	0	.....do.....	
.....	3	5	0	0	.....do.....	3	0	0	0	.....do.....	
n.....	1	8	0	0	.....do.....	2	5	0	0	.....do.....	
l.....	7	2	0	0	.....do.....	3	0	0	0	.....do.....	
dried.....	5	0	0	0	.....do.....	1	5	0	0	.....do.....	
seed.....	2	5	0	0	.....do.....	2	5	0	0	.....do.....	
.....	2	3	0	0	.....do.....	1	4	5	.....do.....		
.....	2	0	0	0	.....do.....	1	0	0	0	.....do.....	
.....	2	0	0	0	Per 100....	1	1	5	0	Per 100....	
.....	5	0	0	0	Per picul..	2	6	0	0	Per picul..	
an lean.....	2	0	0	0	.....do.....	2	0	0	0	.....do.....	
an Poey.....	1	0	0	0	.....do.....	1	1	5	0	.....do.....	
lin.....	1	5	0	0	.....do.....	1	0	0	0	.....do.....	
.....	9	0	0	0	.....do.....	1	5	0	0	.....do.....	
factured copper.....	2	5	0	0	.....do.....	7	5	0	0	.....do.....	
r ore.....	2	5	0	0	.....do.....	2	5	0	0	.....do.....	
r, yellow.....	2	5	0	0	.....do.....	4	0	0	0	.....do.....	
manufactured.....	2	0	0	0	.....do.....	3	0	0	0	.....do.....	
.....	1	2	5	0	.....do.....	1	0	5	0	.....do.....	
silver.....	2	0	0	0	.....do.....	3	0	0	0	.....do.....	
.....	1	2	5	0	.....do.....	1	0	5	0	.....do.....	

\*The only article of import on which leekim is now paid is opium, and the amount is \$80 per chest. Up to the end of last year an import leekim duty of 60 cents on every \$100 value was levied on all other imports, but it has been withdrawn since.

TABLE A.—Showing the amount of impost payable on imports, &amp;c.—Continued.

Description of goods.	Import duties per tariff as agreed upon at Shang- hai, November 8, 1858.	Classifier of quan- tity.	Leakim duties in Amoy, 1867 and 1868.	Classifier of quan- tity.	Leakim duties in Amoy, 1867 and 1868.
<b>Woods—Continued:</b>	<i>Tls. m. c. s.</i>		<i>Tls. m. c. s.</i>		
Garroo.....	2 0 0 0	Per picul..	2 0 0 0	Per picul..	
Fragrant.....	4 0 0 0	do.....	1 5 0 0	do.....	
Laka.....	1 4 5 0	do.....	1 0 0 0	do.....	
<b>Woolen manufactures:</b>					
Buntings.....	2 0 0 0	Per piece..	3 7 5 0	Per piece..	
Spanish stripes.....	1 2 0 0	Perchang	3 7 5 0	do.....	
Imitation camlets.....	3 5 0 0	do.....	2 5 0 0	do.....	
English camlets.....	3 0 0 0	do.....	1 8 7 5	do.....	
Dutch camlets.....	1 0 0 0	do.....	1 8 7 5	do.....	
Long ells.....	4 5 0 0	do.....	1 9 3 7½	do.....	
Flannel and narrow cloth.....	4 0 0 0	do.....	1 5 6 2½	do.....	
Fungus.....	6 0 0 0	Per picul..	3 0 0 0	Per picul..	
<b>Teas, 1st quality.....</b>			1 5 0 0	do.....	25 00 per 100
2d quality.....	2 5 0 0	do.....	7 5 0 0	do.....	(100) pick
3d quality.....			2 5 0 0	do.....	
Saufl.....	6 0 0 0	do.....	4 0 0 0	do.....	
Soy.....	4 0 0 0	do.....	2 0 0 0	do.....	
Turkey-red cloth.....	1 5 0 0	Per piece..	1 1 2 0	Per piece..	

TABLE A.—Showing the amount of impost payable on imports, and the amount of leakim tax imposed on the same in Takao and Tai Wanfoo.

Description of goods.	Import duties per tariff as agreed upon at Shanghai November 8, 1858.	Classifier of quan- tity.	Leakim duties in Amoy in 1867 and 1868.	Classifier of quan- tity.	Leakim duties in Takao and Tai Wanfoo, 1867 and 1868.
	<i>Tls. m. c. s.</i>		<i>Tls. m. c. s.</i>		
Agar agar, (seaweed).....	1 5 0 0	Per picul..	2 0 0 0	Per picul..	
Alum.....	5 4 5 0	do.....	3 2 5 0	do.....	
Anisee seed.....	5 0 0 0	do.....	5 0 0 0	do.....	
Asafoetida.....	6 5 0 0	do.....	3 4 0 0	do.....	
Arsenic.....	4 5 0 0	do.....	7 5 0 0	do.....	
Bangles, (glass armlets).....	5 0 0 0	do.....	8 7 5 0	do.....	
Beans and peas.....	6 0 0 0	do.....	0 3 7½	do.....	
Bean-cake.....	3 5 0 0	do.....	0 3 7½	do.....	
Besewax, yellow.....	1 0 0 0	do.....	1 5 0 0	do.....	
Betelnut.....	1 5 0 0	do.....	2 5 0 0	do.....	
Betelnut husk.....	7 5 0 0	do.....	2 5 0 0	do.....	
Bêche-de-mer.....	1 5 0 0	do.....	7 5 0 0	do.....	
Birds'-nests, 1st quality.....	5 5 0 0	Per catty..	8 5 0 0	Per catty..	
2d quality.....	4 5 0 0	do.....	5 0 0 0	do.....	
Brass buttons.....	3 5 5 0	Per gross..	1 2 5 0	Per picul..	
Do.....	3 0 0 0	Per picul..	1 2 5 0	Per 1,000..	
Brass foil.....	1 5 0 0	do.....	1 2 5 0	Per picul..	
Brass wire.....	1 1 5 0	do.....	1 2 5 0	do.....	
Camphor.....	7 5 0 0	do.....	7 5 0 0	do.....	
Camphor, (clean).....	1 3 0 0	Per catty..	75 0 0 0	do.....	
Cardamoms, (inferior).....	5 0 0 0	Per picul..	7 5 0 0	do.....	
Cassia oil.....	9 0 0 0	do.....	1 0 0 0	do.....	
Chestnut.....	1 0 0 0	do.....	1 5 0 0	do.....	
China root.....	1 2 0 0	do.....	7 5 0 0	do.....	
China-ware, fine.....	0 0 0 0	do.....	5 0 0 0	do.....	
China-ware, coarse.....	4 5 0 0	do.....	2 5 0 0	do.....	
Cinnabar.....	7 5 0 0	do.....	3 2 5 0	do.....	
Cinnamon.....	1 5 0 0	do.....	3 4 0 0	do.....	
Cloves.....	5 0 0 0	do.....	2 5 0 0	do.....	
mother.....	1 8 0 0	do.....	4 5 0 0	do.....	
Coir.....	1 0 0 0	do.....	2 0 0 0	do.....	
Copper ore.....	5 0 0 0	do.....	1 5 0 0	do.....	
sheathing, old.....	5 0 0 0	do.....	5 0 0 0	do.....	
Copperas.....			1 2 5 0	do.....	
Coral, broken.....			30 0 0 0	do.....	
twig.....			75 0 0 0	do.....	
tree.....			125 0 0 0	do.....	
Cotton rags.....	4 5 0 0	Per picul..	1 5 0 0	do.....	

\* The only article of import on which leakim is now paid is opium, and the amount is 600 per chest. Up to the end of last year no impost leakim duty of 50 cents on every \$100 value was levied on all other imports, but it has been withdrawn since.

1.—Showing the amount of impost payable on imports, &c.—Continued.

on of goods.	Import duties per tariff as agreed upon at Shanghai, November 8, 1856.	Classifier of quan- tity.	Leekim duties in Amoy in 1867 and 1868.	Classifier of quan- tity.	Leekim duties in Takao and Tai Wanfoo, 1867 and 1868.*
	<i>Tls. m. c. c.</i>		<i>Tls. m. c. c.</i>		
.....	3 5 0	Per picul..	4 0 0	Per picul..	
.....	3 0 0	Pr 100ston's	25 0 0	....do .....	
.....	3 5 0	Per 1,000 ..	1 2 5	Per 1,000 ..	
.....	8 0	Per piece..	2 0 0	Per piece..	
.....	1 0 0	....do .....	2 0 0	....do .....	
.....	7 7 0	....do .....	1 0 0	....do .....	
.....	7 2 0	Per picul..	7 3 0	Per picul..	
.....	7 0 0	....do .....	7 3 0	....do .....	
.....	3 6 0	Per catty..	7 3 0	Per catty..	
.....	5 0 0	Per picul..	8 3 2½	Per 1,000..	
.....	1 8 0	....do .....	1 3 0	Per picul..	
.....	9 0	....do .....		....do .....	
.....	1 5 0	....do .....		....do .....	
sole.....	4 0 0	....do .....	6 7 5	....do .....	
oken.....	3 0 0	....do .....	5 5 0	....do .....	
.....	4 5	Per 100 .....	1 5 7 5	Per 100.....	
immed.....	3 6 0	Per 1,000..	7 5 0	Per 1,000..	
ntrimmed .....	2 0 0	....do .....		....do .....	
.....	4 0 0	Per 100 .....	1 0 0	Per 100.....	
.....	1 0 0	Per picul..	5 2 5	Per picul..	
.....	1 2 5	Per 100.....	5 0 0	Per 100.....	
.....		Per picul..	2 5 0	Per picul..	
.....	1 0 0	....do .....	2 5 0	....do .....	
.....	2 0 0	....do .....	2 5 0	Per 100.....	
.....	1 0 0	....do .....	2 5 0	Per picul..	
.....	1 0 0	....do .....	1 3 7 5	....do .....	
.....	6 0 0	....do .....	20 0 0	....do .....	
.....	5 0 0	....do .....	1 0 0	....do .....	
.....	5 0 0	....do .....	8 7 5	....do .....	
.....	1 5 0	....do .....	2 5 0	....do .....	
.....	1 6 0	Per catty..	6 5 0	....do .....	
.....	1 0 0	Per picul..	1 5 0	....do .....	
.....	6 0 0	....do .....	2 7 5	....do .....	
d.....	4 5 0	....do .....	8 3 2½	....do .....	
.....	4 5 0	....do .....	3 0 7 5	....do .....	
.....	4 5 0	....do .....	2 7 5	....do .....	
.....	1 0 0	....do .....	2 2 5	....do .....	
.....	1 8 0	....do .....	5 0 0	....do .....	
.....	5 5 0	....do .....	7 5 0	....do .....	
.....	3 5 5	....do .....	2 0 0	....do .....	
.....	3 5 0	....do .....	5 0 0	....do .....	
.....	5 0 0	....do .....	2 5 0	....do .....	
.....	4 2 0	....do .....	2 5 0	....do .....	
.....	2 5 0	....do .....	1 1 2 5	....do .....	
.....	2 5 0	....do .....	6 9 2½	....do .....	
mid.....	1 8 0	....do .....	1 5 0	....do .....	
.....	4 0 0	....do .....	1 2 5	....do .....	
.....	6 5 0	....do .....	3 5 0	....do .....	
.....	6 0 0	....do .....	1 0 0	....do .....	
ow.....	3 5 0	....do .....	8 7 5	....do .....	
.....	3 5 0	....do .....	3 0 0	....do .....	
.....	1 8 0	....do .....	2 5 0	....do .....	
.....	7 2 0	....do .....	3 0 0	....do .....	
.....	5 0 0	....do .....	1 5 0	....do .....	
.....	2 5 0	....do .....	2 5 0	....do .....	
.....	3 0	....do .....	4 5	....do .....	
.....	2 0 0	....do .....	1 0 0	....do .....	
.....	2 0 0	Per 100.....	5 1 5	Per 100.....	
in.....			2 0 0	Per picul..	
oey.....			2 0 0	....do .....	
.....	1 0 0	Per picul..	1 1 5	....do .....	
red copper .....	1 5 0	....do .....	1 0 0	....do .....	
.....		....do .....	1 5 0	....do .....	
low.....	9 0	....do .....	7 5 0	....do .....	
ctured.....	2 7 5	....do .....	2 0 0	....do .....	
.....	2 5 0	....do .....	2 5 0	....do .....	
.....	2 5 0	....do .....	4 0 0	....do .....	
.....	2 0 0	....do .....	3 0 0	....do .....	
.....	1 2 5	....do .....	1 0 5	....do .....	

\*The only article of import on which leekim is now paid is opium, and the amount is \$80 per chest. Up to the end of last year an import leekim duty of 60 cents on every \$100 value was levied on all other imports, but it has been withdrawn since.

TABLE A.—Showing the amount of import payable on imports, &amp;c.—Continued.

Description of goods.	Import duties per tariff as agreed upon at Shanghai, November 8, 1858.				Classifier of quan- tity.	Leakim duties in Amoy in 1867 and 1868.				Classifier of quan- tity.
	Tls.	m.	c.	c.		Tls.	m.	c.	c.	
Mushrooms .....	1	5	0	0	Per picul.	3	0	0	0	Per picul.
Muscles, dried .....	2	0	0	0	do	2	0	0	0	do
Nankeens .....	1	3	0	0	do	2	0	0	0	do
Nutgalls .....	2	5	0	0	do	3	0	0	0	do
Nutmegs .....	2	5	0	0	do	3	4	0	0	do
Oil, wood, tallow, hempseed, castor, vegetable oils, lamp oil .....	3	0	0	0	do	2	0	0	0	do
Olive .....	2	0	0	0	do	1	5	0	0	do
Olive seed .....	3	0	0	0	do	1	5	0	0	do
Pepper, black .....	3	0	0	0	do	1	5	0	0	do
white .....	3	0	0	0	do	1	0	5	0	do
Peppermint oil .....	3	0	0	0	do	1	0	0	0	do
Pictures, (painting) .....	1	0	0	0	Per each	1	5	0	0	Per 100
Prawns, dried .....	3	0	0	0	Per picul	2	5	0	0	Per picul
Preserves .....	5	0	0	0	do	2	1	2	0	do
Patchouk .....	6	0	0	0	do	1	0	0	0	do
Ratans .....	1	5	0	0	do	2	0	0	0	do
Rice, wheat, paddy, and millet .....	1	0	0	0	do	3	7	5	0	do
Rose malloes .....	1	0	0	0	do	3	0	0	0	do
Salt fish .....	1	0	0	0	do	2	7	5	0	do
Sandal wood .....	4	0	0	0	do	2	2	7	5	do
Sandal wood ware .....	1	0	0	0	do	2	3	1	2	do
Sapan wood .....	1	0	0	0	do	2	0	0	0	do
Sesamum seed .....	5	0	0	0	do	3	7	5	0	do
Shark fins, black .....	1	5	0	0	do	1	1	3	7	do
white .....	2	0	0	0	do	1	5	0	0	do
skins .....	2	0	0	0	Per 100	1	6	2	5	Per 100
Shoes of all kinds .....	3	0	0	0	Per 100 p'rs	1	5	0	0	Per 100 p'rs
boots .....	1	0	0	0	do	3	7	5	0	do
straw .....	2	5	0	0	Per picul	1	5	0	0	Per picul
Silk, wild raw .....	10	0	0	0	do	3	0	0	0	do
tassel silk .....	9	0	0	0	Per 100	3	7	5	0	Per 1,000
cups .....	10	0	0	0	Per picul	3	0	0	0	Per picul
raw .....	10	0	0	0	do	2	0	0	0	do
thrown .....	3	0	0	0	do	1	5	0	0	do
coccons .....	12	0	0	0	do	6	5	0	0	do
ribbon embroidered .....	10	0	0	0	do	3	0	0	0	do
thread .....	4	5	0	0	do	1	0	0	0	Per piece
piece goods, sychuen .....	12	0	0	0	do	2	5	0	0	do
crape .....	12	0	0	0	do	1	2	5	0	do
gauze .....	12	0	0	0	do	7	5	0	0	do
satin .....	5	5	0	0	do	2	5	0	0	Per picul
Sinews, buffalo .....	5	5	0	0	do	1	2	5	0	Per 100
deer .....	5	0	0	0	Per 100	1	2	5	0	Per 100
Skins, doe .....	5	0	0	0	do	2	7	5	0	do
rabbit .....	1	5	0	0	Per each	2	5	0	0	do
tiger and leopard .....	5	0	0	0	Per 100	2	7	5	0	do
beaver .....	5	0	0	0	do	2	0	0	0	do
squirrel .....	2	0	0	0	do	8	7	5	0	do
land otter .....	2	0	0	0	do	8	7	5	0	do
raccoon .....	1	5	0	0	do	5	0	0	0	do
sea otter .....	1	5	0	0	do	1	2	5	0	do
marton .....	1	5	0	0	do	1	2	5	0	do
fox, large .....	1	5	0	0	do	1	2	5	0	do
small .....	1	5	0	0	Per picul	1	7	5	0	do
Smalt .....	1	2	0	0	do	1	5	0	0	Per picul
Sugar, brown .....	2	5	0	0	do	3	0	0	0	do
white .....	2	5	0	0	do	2	5	0	0	do
candy .....	2	0	0	0	do	1	0	5	0	do
Sulphur .....	1	2	5	0	do	8	3	2	0	do
Tin foil .....	3	5	0	0	do	2	0	0	0	do
Tinder .....	1	5	0	0	do	3	7	5	0	do
Tobacco, leaf .....	4	5	0	0	do	2	7	5	0	do
prepared .....	2	5	0	0	Per catty	2	7	5	0	Per catty
Tortoise-shell .....	1	0	0	0	Per picul	1	5	0	0	Per picul
Turmeric .....	1	0	0	0	Per piece	1	5	0	0	Per piece
Velvete and velveteen .....	5	0	0	0	Per picul	3	0	0	0	Per picul
Varnish .....	1	8	0	0	do	3	7	5	0	do
Vermicelli .....	2	5	0	0	do	3	8	5	0	do
Vermillion .....	1	5	0	0	do	5	0	0	0	Per 100
White squirrel skin .....	1	5	0	0	do	3	0	0	0	Per picul
Wax, white .....	1	5	0	0	do	7	5	0	0	do
Woods, ebony .....	2	0	0	0	do					
garroo .....										

\* The only article of import on which leakim is now paid is opium, and the amount is \$400 per catty. Up to the end of last year no imports of opium had been withdrawn since.

## A.—Showing the amount of impost payable on imports, &amp;c.—Continued.

Kind of goods.	Import duties per tariff as agreed upon at Shanghai, November 8, 1858.	Classifier of quan- tity.	Leekim duties in Amoy in 1867 and 1868.	Classifier of quan- tity.	Leekim duties in Tientsin and Tai Wanfoo, 1867 and 1868.*
Opium:	Tls. m. c. c.		Tls. m. c. c.		
.....	4 5 0	Per picul..	1 5 0 0	Per picul..	
.....	1 4 5	.....do.....	1 0 0 0	.....do.....	
Wine:					
.....	2 0 0	Per piece..	3 7 5	Per piece..	
.....	1 2 0	Per chang..	3 3 5 0	.....do.....	
.....	3 5	.....do.....	2 5 0	.....do.....	
.....	5 0	.....do.....	1 2 7 5	.....do.....	
.....	1 0 0	.....do.....	1 2 7 5	.....do.....	
.....	4 5	.....do.....	9 3 7½	.....do.....	
Narrow cloth.	4 0	.....do.....	1 5 8 2½	.....do.....	
.....	6 0 0	Per picul..	1 3 0 0	Per picul..	
.....	2 5 0 0	Per picul..	1 3 0 0	.....do.....	
.....	8 0 0	Per picul..	2 5 0	.....do.....	
.....	4 0 0	.....do.....	2 0 0	.....do.....	
.....	1 5 0	Per piece..	1 1 2	Per piece..	

\*Le of import on which leekim is now paid is opium, and the amount is \$80 per chest. Up to 1867 an import leekim duty of 40 cents on every \$100 value was levied on all other imports, withdrawn since.

Showing the amount of impost payable on imports, and the amount of leekim tax imposed on the same in Foochow.

Kind of goods.	Import duties per tariff as agreed upon at Shang- hai Nov. 8, 1858.	Classifier of quan- tity.	Leekim duties in Amoy, 1867 and 1868.	Classifier of quan- tity.	Leekim duties in Foochow, 1867 and 1868.	Classifier of quan- tity.
Opium:	Tls. m. c. c.		Tls. m. c. c.		Tls. m. c. c.	
.....	1 5 0	Per picul	2 0 0	Per picul	4 0	Per piece.
.....	4 5	.....do.....	2 5	.....do.....	1 2 0	
.....	5 0 0	.....do.....	5 0 0	.....do.....		
.....	3 5 0	.....do.....	4 0 0	.....do.....		
.....	4 5 0	.....do.....	7 5 0	.....do.....	2 7 2 0	
.....	5 0 0	.....do.....	2 7 5	.....do.....		
.....	8 0	.....do.....	3 7½	.....do.....	3 0	
.....	2 5	.....do.....	3 7½	.....do.....	3 0	
.....	1 0 0 0	.....do.....	1 5 0 0	.....do.....	1 2 0 0	
.....	1 5 0	.....do.....	2 5 0	.....do.....	8 0 0 0	
.....	7 5	.....do.....	2 5 0	.....do.....		
.....	1 5 0 0	.....do.....	7 5 0 0	.....do.....	6 0 0	
.....	5 5 0	Per catty	2 5	Per catty	8 0 0 0	
.....	4 5 0	.....do.....	2 0	.....do.....		
.....	5 5	Per gross	1 2 5 0	Per picul		
.....	3 0 0 0	Per picul	1 2 5 0	Per 1,000		
.....	1 5 0 0	.....do.....	1 2 5 0	Per picul		
.....	1 1 5 0	.....do.....	1 2 5 0	.....do.....		
.....	7 5 0	.....do.....	7 5 0	.....do.....	6 0 0	
.....	1 3 0 0	Per catty	75 0 0 0	.....do.....		
.....	5 0 0	Per picul	7 5 0	.....do.....		
.....	9 0 0 0	.....do.....	1 0 0 0	.....do.....		
.....	1 0 0	.....do.....	1 5 0	.....do.....		
.....	1 3 0	.....do.....	7 5 0	.....do.....		
.....	9 0 0	.....do.....	5 0 0	.....do.....		
.....	4 5 0	.....do.....	2 5 0	.....do.....		
.....	7 5 0	.....do.....	3 2 5 0	.....do.....		
.....	1 5 0 0	.....do.....	3 4 0 0	.....do.....		
.....	5 0 0	.....do.....	2 5 0 0	.....do.....		
.....	1 2 0	.....do.....	4 5 0 0	.....do.....		
.....	1 0 0	.....do.....	2 0 0	.....do.....		
.....	5 0 0	.....do.....	1 5 0 0	.....do.....		
.....	5 0 0	.....do.....	1 5 0 0	.....do.....		
.....		.....do.....	1 2 5 0	.....do.....		
.....		.....do.....	50 0 0 0	.....do.....		
.....		.....do.....	75 0 0 0	.....do.....		

TABLE A.—Showing the amount of import payable on imports, &amp;c.—Continued.

Description of goods.	Import duties per tariff as agreed upon at Shang- hai Nov. 8, 1858.	Classifier of quan- tity.	Leaking duties in Amoy, 1867 and 1868.	Classifier of quan- tity.	Leaking duties in Foochow, 1867 and 1868.	Classifier of quan- tity.
	Tls. m. c. c.		Tls. m. c. c.		Tls. m. c. c.	
Coral, tree.....			123 0 0 0	Per picul		
Cotton rags.....	4 5 0	Per picul	1 5 0 0	do		
raw.....	3 5 0 0	do	4 0 0 0	do	3 0 0	Per 1
Cornellans.....	3 0 0 0	Per 100	25 0 0 0	do		
Eggs, preserved.....	3 5 0 0	Per 1,000	1 2 5 5	Per 1,000		
Gray shirtings.....	8 0 0	Per piece	2 0 0 0	Per piece	5 0	Do
White shirtings.....	1 0 0 0	do	2 0 0 0	do		
Printed chints.....	7 0 0	do	1 0 0 0	do		
Cotton thread.....	7 2 0 0	Per picul	7 5 0 0	Per picul		
yarn.....	7 0 0 0	do	7 5 0 0	do		
Cow bazaar.....	3 6 0 0	Per catty	7 5 0 0	Per catty		
Crackers.....	5 0 0 0	Per picul	9 2 0 0	Per 1,000		
Cutch, or gambler.....	1 8 0 0	do	8 3 2 1	Per picul		
Dates, red.....	1 2 0 0	do	1 5 0 0	do		
black.....	1 5 0 0	do				
Elephant teeth, whole.....	4 0 0 0	do	6 7 5 0	Per picul		
broken.....	3 0 0 0	do	5 5 0 0	do		
Fans, paper.....	4 5 0	Per 100	7 5 0	Per 100		
palm leaf, trimmed.....	3 6 0 0	Per 1,000	1 5 0 0	Per 1,000		
palm-leaf, untrimmed.....	2 0 0 0	do	7 5 0 0	do		
Feathers, kingfisher.....						
peacock.....	4 0 0 0	Per 100	1 0 0 0	Per 100		
Felt cuttings.....	1 0 0 0	Per picul	2 5 0 0	Per picul		
caps.....	1 2 5 0	Per 100	5 0 0 0	Per 100		
Fish, dried.....			2 5 0 0	Per picul	2 0 0	Per 1
maws.....	1 0 0 0	Per picul	2 5 0 0	do		
skin.....	2 0 0 0	do	5 0 0 0	Per 100	4 0 0	Do
Galangal.....	1 0 0 0	do	2 5 0 0	Per picul		
Gamboge.....	1 0 0 0	do	1 3 7 5	do		
Ginseng, American.....	4 0 0 0	do	20 0 0 0	do	3 0 0	Per 1
Glass beads.....	5 0 0 0	do	1 0 0 0	do	4 0 0	Per 1
ware.....	5 0 0 0	do	8 7 5 0	do		
Glue.....	1 5 0 0	do	2 5 0 0	do		
Gold thread, real.....	1 6 0 0	Per catty	6 5 0 0	do		
Ground nuts.....	1 0 0 0	Per picul	1 5 0 0	do		
Gum benjamin.....	8 0 0 0	do	2 7 5 0	do		
dragon's blood.....	4 5 0 0	do	8 3 2 1	do		
myrrh.....	4 5 0 0	do	3 0 7 5	do		
olibanum.....	4 5 0 0	do	2 7 5 0	do		
Hair, camels'.....	1 0 0 0	do	2 5 0 0	do		
goats'.....	1 8 0 0	do	2 5 0 0	do		
Ham.....	5 5 0 0	do	5 0 0 0	do		
Hartall.....	3 5 5 0	do	7 5 0 0	do		
Hemp.....	3 5 0 0	do	2 0 0 0	do	1 6 0	
sacking.....			5 0 0 0	do		
Hides, buffalo.....	5 0 0 0	Per picul	2 5 0 0	do		
rhinoceros.....	4 2 0 0	do	2 5 0 0	do		
Horns, buffalo.....	2 5 0 0	do	1 3 5 0	do	1 0 0	Per 1
deer.....	2 5 0 0	do	6 2 2 1	do		
rhinoceros.....	2 0 0 0	do	1 5 0 0	do		
Indigo, dry and liquid.....	1 8 0 0	do	1 8 7 1	do	1 0	Do
Ink, India.....	4 0 0 0	do	1 2 5 0	do		
Isinglass.....	6 5 0 0	do	1 5 0 0	do		
Lampwick.....	6 0 0 0	do	1 0 0 0	do		
Lead, red and yellow.....	3 5 0 0	do	8 7 5 0	do		
white.....	3 5 0 0	do	5 0 0 0	do		
Leather, green.....	1 8 0 0	do	3 0 0 0	do		
Lobelia, dried.....	2 0 0 0	do	2 5 0 0	do		
Lilly flower, dried.....	7 2 0 0	do	3 0 0 0	do		
or lily seed.....	5 0 0 0	do	1 5 0 0	do		
Langugan.....	2 5 0 0	do	2 5 0 0	do	2 0 0	Do
Mangrove bark.....	3 0 0 0	do	4 5 0 0	do		
Marble slabs.....	2 0 0 0	do	1 0 0 0	do		
Mats.....	2 0 0 0	Per 100	1 5 0 0	Per 100	1 0 0	Per 1
Medicine, (chuan lean).....			5 0 0 0	Per picul	2 0 0	Per 1
(chuan poey).....			2 6 0 0	do		
(h kim).....			2 0 0 0	do		
Melon seeds.....	1 0 0 0	Per picul	1 5 0 0	do		
Metals:						
Manufactured copper.....	1 5 0 0	do	1 0 0 0	do		
Copper ore.....			1 5 0 0	do	1 2 0 0	Do
Copper, yellow.....	9 0 0 0	Per picul	7 5 0 0	do		
Iron, unmanufactured.....	7 5 0 0	do	2 0 0 0	do		
Iron wire.....	2 5 0 0	do	2 5 0 0	do		
Lead.....	2 5 0 0	do	4 0 0 0	do	1 4 0	



**A.—Showing the amount of import payable on imports, &c.—Continued.**

Item of goods.	Import duties per tariff as agreed upon at Shang- hai Nov. 8, 1858.	Classifier of quan- tity.	Leakim duties in Amoy, 1867 and 1868.	Classifier of quan- tity.	Leakim duties in Fuechow, 1867 and 1868.	Classifier of quan- tity.
rued:	Tls. m. c. d.		Tls. m. c. d.		Tls. m. c. d.	
r	2 0 0 0	Per picul	3 0 0 0	Per picul	2 4 0 0	Per picul.
	1 0 0 0	do	1 0 0 0	do		
	1 5 0 0	do	3 0 0 0	do	6 0 0	Do.
	2 0 0 0	do	2 0 0 0	do		
	1 5 0 0	do	2 0 0 0	do	2 4 0	Per bund.
	3 0 0 0	do	3 0 0 0	do		
ow, hempsced, cas- le oil, and lamp oil	3 0 0 0	do	2 0 0 0	do	1 6 0	Per picul.
	1 0 0 0	do	1 5 0 0	do		
	2 0 0 0	do	1 5 0 0	do		
	3 0 0 0	do	1 5 0 0	do		
	5 0 0 0	do	1 0 0 0	do	4 0 0	Do.
	3 5 0 0	do	2 0 0 0	do		
tings	1 0 0 0	Each	1 5 0 0	Per 100		
	3 0 0 0	Per picul	2 5 0 0	Per picul		
	5 0 0 0	do	2 1 5 0	do		
	6 0 0 0	do	1 0 0 0	do		
	1 5 0 0	do	2 0 0 0	do	1 6 0	Do.
ddy, and millet.	1 0 0 0	do	3 7 5	do		
	1 0 0 0	do	3 0 0 0	do		
	1 8 0 0	do	7 5	do	6 0 0	Do.
	4 0 0 0	do	2 2 7 5	do	3 0 0 0	Do.
rare			2 3 1 2 1/2	do		
	1 0 0 0	Per picul	2 0 0 0	do	3 0	Do.
			3 7 1/2	do		
ck	5 0 0 0	Per picul				
ite	1 5 0 0	do	1 1 3 7 1/2	Per picul		
	2 0 0 0	Per 100	5 0 0 0	Per 100		
nds			6 2 5	Per 100 pra		
	3 0 0 0	Per 100 pra	1 5 0 0	do		
	1 8 0 0	do	3 7 5	do		
	2 5 0 0	Per picul	1 5 0 0	Per picul	2 3 4 0	Do.
	10 0 0 0	do	3 0 0 0	do		
	9 0 0 0	Per 100	3 7 5 0	Per 1,000		
	10 0 0 0	Per picul	3 0 0 0	Per picul		
	10 0 0 0	do	2 0 0 0	do		
	3 0 0 0	do	1 5 0 0	do		
mbroidered	12 0 0 0	do	6 5 0 0	do		
	10 0 0 0	do	3 0 0 0	do	5 2 0 0	Do.
ds, sychuen	4 5 0 0	do	1 0 0 0	Per piece		
crape	12 0 0 0	do	2 5 0	do		
gauze	12 0 0 0	do	1 2 5	do		
satin	12 0 0 0	do	7 5	do		
o	5 5 0 0	do	2 5 0	Per picul		
	5 5 0 0	do	5 0 0 0	do		
	5 0 0 0	Per 100	1 2 5 0	Per 100	1 0 0	Each.
	5 0 0 0	do	7 5	do		
d leopard	1 5 0 0	Each	2 5 0	do		
	5 0 0 0	Per 100	3 7 5 0	do		
	5 0 0 0	do	2 0 0 0	do		
er	2 0 0 0	do	8 7 1/2	do		
	3 0 0 0	do	8 7 1/2	do		
r	1 5 0 0	Each	5 0 0 0	do		
	1 5 0 0	do	1 2 5	do		
ge	1 5 0 0	do				
all	1 7 5	do	1 2 5 0	Per 100		
	1 5 0 0	Per picul	1 7 5	do		
	1 2 0 0	do	1 5 0	Per picul	1 2 0	Per picul.
	2 0 0 0	do	2 5 0	do	2 0 0	Do.
	2 5 0 0	do	3 0 0	do	2 4 0	Do.
	2 0 0 0	do	2 5 0	do		
	1 2 5 0	do	1 2 5 0	do		
	3 5 0 0	do	6 3 2 1/2	do		
	1 5 0 0	do	2 0 0	do	3 0 0	Do.
red	4 5 0 0	do	3 7 5	do	6 0 0	Do.
	2 5 0 0	Per catty	7 5	Per catty		
	1 0 0 0	Per picul	2 5 0	Per picul		
voisen	1 0 0 0	Per piece	1 5 0	Per piece	1 2 0	Do.
	5 0 0 0	Per picul	3 0 0 0	Per picul		
	1 8 0 0	do	3 7 1/2	do		
	2 5 0 0	do	3 2 5 0	do	2 4 6 0	Do.
skin			5 0 0 0	Per 100		
	1 5 0 0	Per picul	3 0 0 0	Per picul	2 4 0 0	Do.
	1 5 0 0	do	3 0 7 1/2	do		

TABLE A.—Showing the amount of impost payable on imports, &amp;c.—Continued.

Description of goods.	Import duties per tariff as agreed upon at Shang- hai Nov. 8, 1858.	Classifier of quan- tity.	Leekim duties in Amoy, 1857 and 1858.	Classifier of quan- tity.	Leekim duties in Foochow, 1857 and 1858.	Classifier of quan- tity.
<b>Woods—Continued:</b>	<i>Tls. m. c. s.</i>		<i>Tls. m. c. s.</i>		<i>Tls. m. c. s.</i>	
garroo .....	2 0 0 0	Per picul	7 5 0 0	Per picul	.....	
fragrant .....	4 5 0 0	....do	1 5 0 0	....do	.....	
laka .....	1 4 5 0	....do	1 0 0 0	....do	.....	
<b>Woolen manufactures:</b>						
Buntings .....	2 0 0 0	Per piece	3 7 5 0	Per piece	.....	
Spanish stripes .....	1 2 0 0	Per chang	3 7 5 0	....do	1 5 0 0	Per picul
Imitation camlets .....	3 5 0 0	....do	2 5 0 0	....do	.....	
English camlets .....	5 0 0 0	....do	1 8 7 5	....do	3 0 0 0	Do.
Dutch camlets .....	1 0 0 0	....do	1 8 7 5	....do	6 0 0 0	Do.
Long ella .....	4 5 0 0	....do	9 3 7 ½	....do	1 5 0 0	Do.
Flannel and narrow cloth .....	4 0 0 0	....do	1 5 8 2½	....do	.....	
Fungus .....	6 0 0 0	Per picul	3 0 0 0	Per picul	.....	
<b>Teas, first quality .....</b>			1 5 0 0	....do	.....	
second quality .....	2 5 0 0	Per picul	7 5 0 0	....do	.....	
third quality .....	.....	....do	2 5 0 0	....do	.....	
<b>Snuff .....</b>	8 0 0 0	Per picul	4 0 0 0	....do	.....	
<b>Soy .....</b>	4 0 0 0	....do	2 0 0 0	....do	.....	
Turkey red cloth .....	1 5 0 0	Per piece	1 1 2 0	Per piece	6 0 0 0	Per piece.

SWATOW.—J. C. A. WINGATES, *Consul*.

OCTOBER 9, 1868.

I have the honor to submit the following report for the year ended September 30, 1868:

The number of American vessels arrived during the year was seven, with a tonnage of 10,465 tons; the number of departures was fifteen. The arrivals were eight more than the previous year, and the tonnage 6,862 tons more.

During the early part of 1868 the demand for tonnage exceeded the supply, and freights ruled high.

The customs returns for trade for the year 1867 show a falling off both exports and imports, as compared with 1866, as follows: Import tonnage, value, \$11,856,190; decrease, 444,964. Export trade, value, \$13,065; decrease, \$971,676.

The sugar crop of 1867 was good. The price has been lower than in the previous year since the port has been opened. Three vessels have sailed with it for England direct. The prospective crop promises well, the cane being reported of fine quality. Two or three small shipments have been made by way of Hong Kong as an experiment.

The demand for guano, although small, is steadily increasing, being in 1868 what it was in 1867, and this notwithstanding bean-cake has been unusually cheap. It is estimated that the demand in 1869 will be four times greater than it has been this year. Should guano continue to find favor with the sugar-growers, the trade in a few years will become an item of importance. The past summer has been exceedingly pleasant, with very few hot days. It has been as remarkable for absence of typhoons and promonitions of them as was last year for frightful gales and a threatening barometer.

Early in the year Chinese merchants reported a projected attack upon foreigners by a large band of armed robbers, but no demonstration was made except upon the house of Mr. Cooper, her Britannic Majesty's interpreter, which was broken into at midnight by twenty armed thieves. They ascended to Mr. Cooper's sleeping-room, but, owing to the previous morning, he had fire-arms at hand, and having promptly shot the two foremost men, the band retreated.

Upon the whole, I think that there is a constant improvement in the feeling of the Chinese towards foreigners.

Several visits have been made by her Britannic Majesty's consul and officers to Chao-Chow-foo, and no further trouble is anticipated in making ordinary visits, if discretion is used.

## NAVIGATOR'S ISLANDS.

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APIA.—J. M. COE, *Commercial Agent*.

JANUARY 2, 1868.

I have the honor to report to the department that nothing worthy of note has taken place within this district affecting the commerce and shipping interests of the United States since my last annual report, dated Apia, January 1, 1867.

I find it very difficult to arrive at any exact conclusion as to the trade of these islands. This is owing principally to the want of precise records of imports and exports being kept at this port.

The statistics I now furnish are collected from the merchants, who in most cases are willing to give but estimates of the value and quantity of the imports and exports.

Cotton has been the principal article of export during the past year, which is purely Samoan, and which has been shipped at this port for London, Hamburg, and Sidney.

Cocoanut oil is almost extinct. A very small quantity is now manufactured on these islands. The oil that is exported from this port is brought here in coasting vessels from neighboring groups of islands, and not pure Samoan. The process of drying the cocoanut in a brick oven, or in the sun, has been introduced on these islands, and the Samoans prefer that to the manufacturing of it into oil, as there is less labor attached. The dried cocoanut is known as copprah.

There have been no imports from the United States, and no produce exported thereto at this port during the past year. The value of merchandise imported in return for cotton, oil, &c., shipped from this port to meet the requirements of these islands, as nearly as I am able to ascertain, (as per annexed table of imports,) consists of general assortments. The proportion of American merchandise compared with that of other countries is one to three of the whole amount. The consumption of articles of foreign manufacture is very fluctuating, depending as much upon the ability as the willingness of the Samoans to purchase. The ridiculous social system, however, interferes greatly with the progress of commerce. The old men of a district can at any time, and do for a period varying from three to nine months, prohibit the sale of produces, and in fact cause an entire cessation of trade with the white man, more especially when they think the white man will make any profit on the produces, as profit is a matter they will not possibly understand.

The circulating medium of these islands are the coins of the United States, England, France, and South America. Five per cent. is the usual charge for commission in selling goods. The payments are generally made in cash or produces of the islands for goods sold. The only charge made on vessels visiting this port is pilotage, which is one dollar per foot. The charge for harbor dues collected formerly is now extinct, in consequence of the continued existing jealousy of the chiefs in this bay.

*Statement showing the description and value of the imports at the port of Apia during the year 1867.*

dry goods.....	\$95,000
hardware.....	11,500
machinery.....	3,000
spirits and wines.....	15,000
tobacco.....	3,000
groceries and provisions.....	15,000
timber and casks.....	10,000
ship chandlery.....	8,000
miscellaneous.....	33,000
<b>Total.....</b>	<b>193,500</b>

*Statement showing the description, quantity, and value of the exports from the port of Apia during the year 1867.*

coconut oil, 413 tons.....	\$61,950
raw cotton, 230 tons.....	115,000
cotton seed, 160 tons.....	2,000
coconut fiber, $\frac{1}{2}$ ton.....	40
apples, 400 tons.....	24,000
<b>Total.....</b>	<b>202,990</b>

*Statement showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Apia during the year ended December 31, 1867.*

	Tons.
United States, 1 vessel.....	373
British, 26 vessels.....	5,991
Hamburg, 10 vessels.....	2,560
Italy, or French Protectorate, 2 vessels.....	250
<b>Being a total of 39 vessels.....</b>	<b>9,174</b>

ST. DOMINGO.

ST. DOMINGO CITY.—J. S. SMITH, Commercial Agent.

JANUARY 5, 1868.

I have the honor to transmit herewith returns of the arrivals and departures of American vessels at this port for the quarter ended December 31, 1867.

The imports from the United States during the period by American and British vessels amounted in value to \$18,600. The exports to New York and Boston of sugar, mahogany, &c., amounted in value to \$21,339.

APRIL 4, 1868.

The importations by American vessels direct from the United States amounted only to \$7,000; the exports by American and British vessels to the United States, \$5,678. With the exception of an assorted cargo from Italy, and one or two small vessels from Curaçoa and St. Thomas, with provisions, there have been no commercial transactions, and the condition of the country in a business point of view is deplorable.

Statement showing the description, quantity, and value of the exports from St. Domingo City from July, 1867, to July, 1868.

Month.	No. of vessels.	Tonnage.	Starch.	Wax.	Tobacco.	Hides.	Sugar.	Gum guaiacum.	Cocoa.
			Bbls.	Pounds.	Pounds.	Hhds.	Pounds.	Pounds.	Pounds.
July, 1867	8	798	93	5,682	17,000	321	70,800		
August, 1867	7	795	7	397	1,475		180,000	2,650	
September, 1867	11	1,491	195	6,114	6,062	198	42,000	1,215	65
October, 1867	14	2,214	53	13,500	1,940	2,024	6,700	1,027	
November, 1867	9	822	77	3,900	7,950	9	45,600	3,550	
December, 1867	5	286	80	1,650	1,800		49,000	900	2,516
January, 1868	4	231	9	850	2,300			600	
February, 1868	2	53	32				10,005		
March, 1868	3	339	2	7,850	400	3,473	7,622	800	920
April, 1868	9	788	268	11,380	6,280	138	45,505	2,186	3,497
May, 1868	6	370	160	70	2,600		33,520	1,500	
June, 1868	4	177	162	1,000	2,400	800	10,400	1,794	
	82	8,364	1,138	52,393	50,207	6,963	501,152	16,222	7,602
			Coffee.	Tortoise-shell.	Horns.	Honey.	Cattle.	Corn.	Cotton.
			Pounds.	Pounds.	Hhds.	Gallons.	Head.	Bbls.	Pounds.
July, 1867	8	798							
August, 1867	7	795							
September, 1867	11	1,491	2,600	28					
October, 1867	14	2,214	13,825					176	4,000
November, 1867	9	822	8,500		1,100			80	
December, 1867	5	286	37,022			80			
January, 1868	4	231	3,100						
February, 1868	2	53	5,638						
March, 1868	3	339	20,796						
April, 1868	9	788	39,563	203		840	18		3,000
May, 1868	6	370	5,800						
June, 1868	4	177	4,800						
	82	8,364	141,644	231	1,100	920	18	256	11,000



Statement showing the description, quantity, and value of exports, &amp;c.—Continued.

Month.	No. of vessels.	Tonnage.	Cacao.	Fustic.	Log-wood.	Brazil-lets.	Lignum-vitæ.	Mahogany.	Value of all exports.
			Tons.	Pounds.	Pounds.	Pnds.	Pounds.	Feet.	
July, 1867	8	798	443	46,000	20,000	.....	55,000	59,700	\$14,158 01
August, 1867	7	795	301	40,000	.....	.....	642,000	44,250	17,063 65
September, 1867	11	1,491	932	264,000	194,000	.....	1,315,000	58,165	28,157 40
October, 1867	14	2,214	132	298,000	40,000	.....	1,684,000	296,777	42,852 55
November, 1867	9	822	.....	150,000	228,000	.....	430,000	91,833	14,353 40
December, 1867	5	285	.....	166,000	40,000	.....	114,000	4,000	8,715 70
January, 1868	4	231	87	94,000	.....	.....	240,000	2,000	2,065 00
February, 1868	2	51	.....	30,000	.....	.....	.....	.....	1,219 95
March, 1868	3	339	.....	52,000	8,000	.....	247,000	7,500	11,875 50
April, 1868	9	788	.....	102,000	59,500	4,000	348,000	92,678	20,638 45
May, 1868	6	370	132	102,000	2,000	.....	18,000	1,500	5,125 81
June, 1868	4	177	.....	32,000	60,000	.....	100,000	2,508	1,444 00
	82	6,364	1,327	1,234,000	651,500	4,000	5,193,000	863,999	171,329 52

The value of the imports from July, 1867, to July, 1868, is \$259,501 84.

OCTOBER 25, 1868.

I have the honor to make the following commercial report, conforming with the fiscal year from July 1, 1867, to July 1, 1868:

The arrivals of American vessels at this port from the United States during the year amounted to only seven, with assorted cargoes of provisions, valued at \$22,500; exported by same to the United States, \$6,625. The total imports from the United States by American and British flags, valued at \$29,600; exported to the United States by same, same valuation, \$50,870. The total importations into and exportations from the Dominican republic through the four custom houses were as follows:

Puerto Plata	\$354,508
St. Domingo City	259,501
Azua, (approximate)	20,000
Samana, (approximate)	2,000
Value of imports	642,309
Puerto Plata	\$596,450
St. Domingo City	171,329
Azua, (approximate)	15,000
Samana, (approximate)	6,000
Value of exports	788,779

The little trade with Azua is chiefly for American account by British vessels, with the exception of a small American schooner. \* \* \*

The exports from Puerto Plata are enhanced by the shipments of tobacco chiefly to Bremen and Hamburg. The crop for the present year estimated at 70,000 quintals.

The continual revolutions in this country, together with the small and violent population, are the causes of the productions amounting to so little. The only crop of any importance is that of tobacco, raised principally in the *Cibao*. Sugar, to the extent of some one hundred and fifty cabezas, is raised at Azua, Manid, and St. Christoval, together with a limited amount of coffee, grown mostly on the north side.

The country abounds in fine waste lands for cultivating sugar, coffee, rice, and cotton, with valuable cabinet and dyewoods of various descriptions; but everything languishes for the want of a good permanent government. It wants the helping hand of some powerful nation to restore this country to something like its former prosperity, and induce an industrious class of people to develop its extraordinary agricultural and mineral resources.

# MEXICO.

VERA CRUZ.—E. H. SAULNIER, Consul.

DECEMBER 31. 1

*Statement showing the description, quantity, and value of the export  
this port to the United States during the quarter ended this day*

Ox hides, goat and deer skins, Brazil wood, coffee and jalap—6,377 hides, 104 bales, and 143,264 pounds Brazil wood .....	\$10
Cochineal, 277 seroons .....	4
Brazil wood, 370,882 pounds .....	1
Jalap and cochineal, 20 seroons .....	3
Vanilla beans, 17 cases .....	8
Wearing apparel .....	
Fustic wood, 12,200 pounds .....	
Ox horns, hides, and shin bones, 30,440 in number .....	5
Jalap, 68 bales .....	10
Coffee, 32 bags .....	
Plants, 2 boxes .....	
Total for quarter ended December 31, 1867 .....	9
Total for quarter ended March 31, 1868 .....	17
Total for quarter ended June 30, 1868 .....	11
Total for quarter ended September 30, 1868 .....	10
Grand total .....	48

*Statement showing the description, quantity, and value of the export  
Vera Cruz to foreign countries during the nine months of 1868 endi  
tember 30.*

TO THE UNITED STATES.

Coffee, 3,434 bags .....	\$24
Cochineal, 608 seroons .....	84
Vanilla beans, 128 boxes .....	59
Goat-skins, 1,205 bales .....	59
Dry ox hides, 19,138 .....	31
Wet salted ox hides, 3,654 .....	5
Brazil dyewood, 427 tons .....	15
Deer-skins, 8 bales .....	4
Indigo, 28 seroons .....	3
Jalap, 21 bales .....	2
Fustic dyewood, 97 tons .....	1
Sarsaparilla, 66 bales .....	1
India-rubber, 20 cases .....	
Mexican silver dollars .....	115
Mexican silver-ware .....	3
Gold coin .....	159
Sundries .....	24
Total .....	667

## TO FRANCE.

hineal, 549 seroons .....	\$82,794 00
igo, 273 seroons .....	19,211 00
ulla beans, 553, 300 .....	17,722 75
ap, 161 bales .....	21,351 35
fee, 371 bags .....	10,586 80
stic dyewoods, 30 tons.....	350 00
ndries.....	2,500 00
ver coins .....	3,202,984 00
ver-ware .....	18,842 00
ld coin .....	491,242 00
<b>Total .....</b>	<b>3,867,593 90</b>

## TO ENGLAND.

hineal, 1,002 seroons ..	\$131,601 00
ap, 114 bales .....	17,194 60
igo, 296 seroons .....	28,969 00
fee, 301 bags .....	8,042 00
ulla beans, 7 boxes .....	2,155 00
er coins .....	1,088,627 00
er-ware .....	2,724 75
d coins .....	214,041 00
<b>Total .....</b>	<b>1,493,354 35</b>

## TO HAVANA.

hineal, 25 seroons .....	\$6,000 00
aparilla, 530 bales .....	5,349 00
ox and cow hides, 2,298 .....	4,596 00
relry.....	1,000 00
d coins.....	141,003 00
er coins .....	1,767 00
er-ware .....	166,25
<b>Total .....</b>	<b>160,831 25</b>
<b>Grand total .....</b>	<b>6,189,554 28</b>

## GUAYMAS.—A. WILLARD, Consul.

SEPTEMBER 30, 1868.

*Statement showing the description, quantity, and value of the exports from this port to the United States for the quarter ended this day.*

in, 760 .....	\$1,632 00
ten, 17,192 pounds.....	3,195 94
<b>Total for quarter ended September 30, 1868 .....</b>	<b>4,827 94</b>

Statement showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Guaymas from September 1, 1867, to September 1, 1868.

Months.	No. of vessels—		Mexico.		United States.		England.		Germany.	
	Entered.	Cleared.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
September, 1867.....	7	9	5	143	2	295				
October, 1867.....	2	6	6	102	2	1,536				
November, 1867.....	21	20	20	657	1	1,326				
December, 1867.....	18	19	14	373	2	2,213	2	674		
January, 1868.....	16	16	13	339	2	1,421				
February, 1868.....	14	13	13	513					1	282
March, 1868.....	18	17	13	359	3	2,489			2	493
April, 1868.....	10	8	6	338	1	1,003			3	645
May, 1868.....	23	21	20	451	2	2,397				
June, 1868.....	17	19	11	492	1	1,394				
July, 1868.....	13	13	11	245	2	2,946				
August, 1868.....	9	8	8	212	1	1,552				
September, 1868.....	5	6	4	180	1	1,394				
Total.....	179	175	149	4,416	20	19,966	2	674	6	1,399

OCTOBER 1, 1868.

In transmitting this my first annual report for the year ending September 30, 1868, I regret that, being such a short time in possession of this consulate, I am unable to furnish as full and complete information in regard to the commerce of this consular district as I could wish. As no general balance of trade is published in this country, and no returns are published by the custom-house of this port of the goods and their values imported from foreign countries, it renders it nearly impossible, from this lack of official commercial statistics, to furnish with accuracy the information required.

The changes in the custom-house during the past year regarding duties have been but few, the only one of importance being the export duty on silver dollars, which has been changed from six to eight per cent., and on that of gold coin from one and a half to that of one and three-quarters per cent. The duties on imported goods are now made payable in cash on arrival, not allowing from forty to eighty days, as formerly. Silver and gold are not allowed to be exported except when coined, and export duty is charged on all coin when sent out of the country, irrespective of its nationality. By decree of the federal government no specie is allowed to be shipped from any of the coasting ports to go abroad, but must be shipped from ports of entry. Formerly vessels, principally English ships of war, could get a permit from the custom-house to go to the small ports on the Gulf of California for specie to be sent to Europe. This now is strictly prohibited; and also no silver or gold uncoined is allowed to be brought nearer the sea-coast than thirty miles without it is in transit to the mints.

By a decree published last year the military is separated from the State government, and the commander-in-chief of the forces of this State is appointed by the President of the republic; and the governor is not, as formerly, commander-in-chief of the military.

I am able to state that this consular district since the evacuation by the French, and the downfall of the so-called empire, (now nearly two years,) has been in the enjoyment of peace and quiet. There have been no pronunciamientos so frequent in the years before. The Indian tribe

the Yagin and Mayo have been quiet, with but an occasional local disturbance among them. The Apache Indians, in the north of the State, the scourge of Sonora,) have been, as always, killing and stealing the stock from off the ranchos, and, when chance and opportunity offers, killing the people. Some of the finest stock ranchos still continue abandoned, owing to this cause, and the evil still continues unabated.

The exports to the United States for this year are in excess of the previous one. The quarter ended September 30 shows the value of hides and cotton shipped to California to be \$4,800, and of silver, 108,000 in silver dollars.

A steamship line was established, and commenced running on the 22d of February of this year, between San Francisco, California, and Guaymas and other Mexican ports on the coast, owned by the California, Oregon, and Mexico Steamship Company, of New York, under charter from the Mexican government. They carry freight, passengers, and mails. Since the establishment of this line there has been a visible improvement of the trade between the two countries, and the sailing vessels formerly employed have nearly disappeared. This company have two steamers of from twelve to sixteen hundred tons each, leaving San Francisco, California, every twenty days, and receiving from Mexico for carrying the mails a subsidy of \$2,500 per trip. Price of passage, \$100. Freight per ton, \$12.

The State of Sonora, which comprises this consular district, is divided into nine divisions, with a coast line of over eight hundred miles on the Gulf of California, (or Sea of Cortez,) and a population not exceeding 100,000, of which full 50,000 are Indians. The foreign residents, comprising Americans, Germans, and English, at present will not exceed three hundred and fifty.

There is but one port of entry, which is Guaymas. This port, in regard to its security and capacity, is too well known to need comment. There are several small coasting ports, of which Agiabampo and Santa Barbara, in the south, and Libertad, in the north, are the principal. The latter port was surveyed some four years ago by the State government, and exertions are being made at this time by the governor of the State and others to have this port opened as a port of entry. It lies in latitude  $29^{\circ} 53'$ , longitude  $112^{\circ} 32'$ . The harbor is secure and commodious for nearly all classes of vessels; however, not so much so as Guaymas. The climate is healthy, and the lands are suitable for farms and gardens, and are supplied with good water. At present there is no one living here, and the nearest town is Alvar, twenty-four leagues distant. From Tucson, in Arizona, this port can be reached by a good natural wagon road of two hundred and twenty-five miles, while the distance to Guaymas is double.

The mineral resources of Sonora are excelled by no State in the republic. Veins of silver, gold, and copper are abundant, and lead, tin, iron, umbago, and coal exist, and are found in greater or less quantities. There are over five thousand silver mines alone registered in the State, which have been worked more or less; but at present, owing to the prostrated condition of the country and lack of confidence in the government, that in times of revolution is powerless to afford protection, there are but few in operation, and principally on a small scale. But two of the American companies, out of the twenty organized four years ago, are at work, and but one of these is making little more than expenses. Copper veins are at present being worked, although there are several of considerable value that are lying idle for lack of cheap transportation, as they are situated from two hundred to two hundred and fifty

miles from the coast. Coal was discovered within the last five years in several places in the State. The most important coal deposit known at this time in Sonora is on the Yagin River, two hundred and fifty miles from its mouth, and one hundred and twenty miles from Guaymas. The coal is anthracite, and is of fair quality, and has been used on several occasions with satisfactory results. The vein has had little or no work done upon it, and is from one to two varas (yards) in width on the surface. This is the only anthracite coal known on the Pacific coast. The vein, or rather valley, containing it is from one thousand five hundred to two thousand feet above the level of the sea. To transport it to Guaymas over the present roads would cost upwards of \$30 per ton, and by the river, with its shallows and small rapids, and low water for six or seven months in the year, would make it, under the existing state of affairs, an uncertain operation, and perhaps a very unprofitable one.

There are two mints in the State established within the last six years, owned by English residents, under a privilege from the government. One is situated at the town of Hermosillo, one hundred and twenty miles north of Guaymas, and the other at Alamos, two hundred and forty miles to the southeast of this port. The amount of money coined during the past year, according to the statement furnished me by the director, will be nearly \$1,000,000 in silver dollars, and \$120,000 in gold.

Hides and silver are the principal exports of the State, and of the former not more than seven thousand have been shipped this year; and of silver dollars through the custom-house some \$800,000, and perhaps half as much more smuggled out of the country in small coasting vessels and placed on board vessels at sea, to be sent to the United States and Europe.

Sugar-cane, cotton, and corn are cultivated. Of sugar and corn but little more is raised than for home consumption. The amount of cotton raised is greater than that of last year. There is one cotton factory in the State, at a place called San Miguel, near Hermosillo, of sixty-four looms, and most of the cotton that is not made into unbleached domestic by this factory is shipped down the coast to San Blas, for the cotton factories at Tepic, in the state of Jalisco.

The climate and soil of the river bottom lands of this State are well adapted to the culture of cane and cotton, particularly the lands of the Yagin and Mayo Rivers; but these lands, embracing a quarter of a million of acres, are uncultivated, except to a limited degree by the Indians who inhabit and claim them. The State government has made several efforts to induce the people to colonize these rivers; but in every instance where the effort has been made by those more enterprising than the rest they have been driven off; and to-day they are in a more uncultivated condition than before Mexico declared her independence of Spain.

Wheat, barley, beans, and tobacco can be raised in abundance, but of the three latter no more is produced than for home use. The wheat of Sonora is noted for being the best in the republic, and furnished years ago to California her seed wheat and flour. It is extensively cultivated, (comparatively speaking,) and under a secure and permanent government Sonora alone would be able to furnish to one-fourth of the republic her breadstuffs. There are quite a number of small flour mills in the State, among which are eight that use steam; the largest having four sets of French burr stones, and is situated near Alamos. The amount of flour exported down the coast to Mazatlan, San Blas, and other Mexican ports, is an important item, and I am sorry that I am not able to state the number of pounds. The price per carga (300 pounds)



has usually been from \$6 to \$8, but this year it is nearly double that price owing to more cotton being planted than formerly, and a failure, or partially so, of the wheat crop further down the coast. Corn is selling this year at from \$2 50 to \$3 per fanega, (about three bushels;) beans, \$4 to \$6 per fanega; tobacco, about six cents per pound; and cotton at fourteen to sixteen cents per pound.

The number of American citizens now residing in Sonora will not exceed two hundred. Of these, six are engaged in mercantile pursuits, three at hotel-keeping, four in agricultural and the rest in mining operations. The Germans are engaged in mining, excepting two, who are wholesale merchants, and two who have a lager-beer distillery near this port, at a place called the Old Rancho of Guaymas.

During the years 1863 and 1864 (before the French took possession of the port) there were organized in California some twenty mining companies to work the mines in this State, and eight companies for the mines in Chihuahua, bordering on Sonora. They expended in cash some \$2,000,000, and with but two exceptions have been failures, as far as any satisfactory results are concerned. Owing to the revolutions and disturbed condition of the country, and other causes, this property to-day, with its machinery brought from the United States for manipulating the ores, is unused, and the buildings and other improvements are lying idle, and most of them abandoned. One of the causes that operate against the mining interests in Mexico is the exorbitant duties collected on all supplies needed from abroad, (excepting mining machinery, which is free,) and the government interior duties on the silver after it is extracted from the mines, amounting in all to twenty-one and a half per cent. in case the silver is shipped abroad, (export duty being eight per cent.,) making in all a little more than one-fifth of the gross product of the mines that is paid to the government in the event of the silver being sent from the country, to pay for such things as are needed and not produced here. But yet silver mines have been worked to a profit in Mexico, and can yet be, even with the onerous tax on the silver that the government exacts as her due; but it must be with the guarantees of security and peace, and the protection of the laws of the country. An end must be made and a check placed upon all civil disturbances and revolutions that have desolated this unhappy country for years, and which still continue in some sections, rendering the laws a dead letter, life and property insecure, and, with the attendant forced loans and contributions, paralyzing all industrial pursuits. Of the many who have been allured hither by the well-known richness of the mines and fertility of the soil, and the inducements of liberal laws to protect them, nearly all have retired from the country, ruined in fortune and broken in spirit, with a light purse and a heavy claim against a government less able and less willing to pay every year.

We now have peace and quiet in this State; but it is the peace and quiet that follows exhaustion and the using up of the means of making war. As the people recuperate from the prostration which was the result of their struggle against and their triumph over the imperial Mexican party in this State, we are liable at any time to have again our coast lighted by the flame of civil discord and strife, which unfortunately seems to be the normal condition of Mexico.

MANZANILLO.—J. H. NOTEWARE, *Consul.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Lumber.....	\$8 00
Honey.....	48 00
Fruits, &c.....	179 00
<hr/>	
Total for quarter ended December 31, 1867.....	235 00
Total for quarter ended March 31, 1868.....	341 00
Total for quarter ended June 30, 1868.....	2,082 00
Total for quarter ended September 30, 1868.....	2,816 00
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Grand total.....	5,474 00
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Owing to the very bad state of the records of this consulate I am unable to make the yearly report required by the Consular Regulations. The only records I am in possession of date from the 24th October, or which date I took charge of this consulate. No entries have been made in the books since the time of Mr. Hantus, nor can I find any record whatever from 1863 up to above date. I, however, beg leave to remark that there is a probability of an increase of trade with this western Mexican coast and the United States. The agents of the opposition line of steamers which run from San Francisco to Panama have applied for and obtained permit to establish at this port their coal depot, which will bring to this port two more steamers every month ; hence a reduction of price of freight and a consequent increase of trade.

I notice a very distinct growing friendship among the Mexican people in favor of the government and citizens of the United States. I have on several occasions, since receiving appointment as consul, received very marked attentions from the governor of this State, also from government officials and citizens generally, which I acknowledge as proof of their friendship and good will toward the United States government, and I beg leave to suggest that this would be a good time to make a very advantageous commercial treaty with Mexico, by which citizens of the United States will receive great commercial advantage over Europeans, and at the same time Mexico will, from the moral influence of such a treaty, be able to establish a permanent and stable republican government.

DECEMBER 31, 1868.

I have the honor to report that this consulate comprises the State of Colima and part of the States of Jalisco and Michoacan. The only rivers of any consequence in this State are the Armaria, Colima, and Cuahuayana, of which the latter is the largest, but none of them are navigable, nor can they be made so, on account of many falls and the great descent of the valleys through which they run, and the constant rapidity of the water. These rivers abound in fish of various kinds. The State contains but one inland lake of importance, the Laguna de Cuyulan, which is thirty miles long and from one to five miles wide. It is located along the coast, the upper end commencing within a few hundred yards of the port of Manzanillo, and extends thirty miles in a southern direction toward the city of Colima ; it has no visible inlet, but yearly filled with water in the rainy season from the surrounding hill

becomes very low again on account of the rapid evaporation during the dry season. This lake, if navigated, would shorten the distance by nearly one-half between Manzanillo and the city of Colima, (the capital of the State.) There is a project on foot to turn a portion of the water of the Armaria River into the lake by means of a small canal, which will give it four and a half feet of water in the shoalest place, and thus make it navigable the whole year. The general government has appropriated public funds sufficient to build a good wagon-road from Colima to the lake and complete the proposed canal, for which purpose the engineer draws from the marine custom-house three thousand dollars a month. The road to the lake (from Colima) is already completed, and work on the canal will soon be commenced. These improvements, when completed, will give us a stage-line and steamboat communication with Colima and the interior, a valuable improvement over mule-carriage and horseback. The soil of this State is fertile; the principal productions are cotton, sugar-cane, rice, corn, beans, coffee, cacao, &c., also all fruits usually produced in tropical climates. Sugar-cane is particularly productive, and enough could be raised in this State to supply the United States; but, owing to the want of enterprise, capital, and machinery, scarcely enough is raised for home consumption, and sugar commands such high prices that exportation is out of the question, (the price of an unrefined article is sixteen cents per pound.) Cotton grows along the coast about six feet high and branches out in proportion, and when nothing happens to it a large crop is produced; but, unfortunately for the planters, the coast is sometimes visited by a rain-storm in the month of January, just at the time the cotton is about to open, which causes the bolls to fall off, and a consequent failure of the crop. But it is believed that this failure can be remedied by planting earlier, so that the cotton can be picked in December. There are two districts where cotton is planted, Zimatlan, and Cuahuayana. Very little of the land of either district is cultivated. There are thousands of acres uncultivated, which are either covered with small timber or tall grass. Most of this land can be irrigated, and can be made to produce first-class sugar-cane. The climate of this State is healthy on the table lands, but along the coast it is very unhealthy, on account of so much uncultivated land and the half dried up lake; but when the canal is completed, and the land more generally cultivated, the health of the coast will be improved. The climate is temperate and most agreeable. In eight years' residence here I have never known the thermometer above 92°, nor less than 58°. A telegraph line is being established from here to Guadalajara, which, when completed, will give us communication with Mexico and Vera Cruz.

It will be observed by the returns herewith inclosed that most of the imports of this port come from Europe, the imports from the United States being confined principally to California wine, refined petroleum, drugs, and patent medicines. The reason of so little trade with the United States seems to be the lack of American merchants in Mexico, and no one to introduce American manufactures. This trade is almost entirely monopolized by German merchants, who import German and English goods, on account of long credit they get through European bankers, by which they are enabled to sell in Mexico on eight months' credit.

The port of Manzanillo is a good harbor for vessels at all seasons of the year. The town contains two commercial houses, whose business is to receive and forward goods to Colima; also such native population necessary to do the work. The custom-house is in Colima.

MINATITLAN.—R. C. M. HOYT, *Consul*.

MARCH 31, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Mahogany, being the total for quarter ended March 31, 1868.....	\$10,272 49
Total for quarter ended June 30, 1868.....	7,698 34
Total for quarter ended September 30, 1868.....	13,864 92
Total for nine months.....	<u>31,835 75</u>

OCTOBER 25, 1868.

Unavoidable circumstances have transpired to prevent me from obtaining the necessary information for the formation of my annual report until the present time.

During the preceding year there has entered this port 1,982 and cleared 2,518 tons of American shipping, importing from the United States \$28,218 worth of lumber, flour, liquors, and groceries; and the exports to the same place during the same period amount to \$23,605 79. The United States supply the groceries, and Great Britain the dry goods, for this consular district.

The exports of this port are confined to mahogany, fustic, hides, and a small quantity of indigo; the latter article being produced on the Pacific side, in the districts of Tehuantepec and Juchitan. All the hides and a small portion of the mahogany find their way to the United States, and the balance of these articles go to England and the continent. As near as I can estimate, only two thousand and forty-nine tons of mahogany have reached the United States during the past year.

The carrying trade from this port is principally done by vessels other than American, classed as follows for the preceding year: American, 2,518; English, 7,745; Denmark, 911; Norway, 499; Prussian, 886; Holland, 584 tons; by which it will be seen that more than one-half of the tonnage is English, London and Liverpool being the principal depots for the mahogany, from whence it is distributed throughout Europe. As a natural consequence, it is freighted in English vessels when they can be chartered as low as vessels of other nations. The rates of freight have been, on an average, to the United States, ten dollars in gold per ton, and to England £3 10s.

Bills of exchange, for disbursements of vessels, are drawn on England, (London and Liverpool,) at 54*d.* to the dollar; no transactions with the United States.

I find that the imports of this port during the year 1863 amounted to \$449,400, and the exports to \$357,173; since which time the trade has gradually decreased until the past year it has amounted to almost nothing. For the two past years mahogany sold in England has not netted first cost; consequently shippers have reduced their contracts to such an extent that at present the object appears to be to collect advances made to cutters, and to abandon the business. The average cost of mahogany when put on board has been fifteen dollars per ton.

I can only account for the decrease of trade by the enormous duties imposed, both on imports and exports, the basis of which is the tariff of 1856, and the additional, now amounting to ninety-four per cent.; that is to say, goods formerly paying a duty of one dollar now pay one dollar ninety-four cents.

In accordance with a decree of the President, dated October 31, 1867, flour costing six to eight dollars per barrel in the United States pays a duty of eight dollars a barrel; when costing eight to ten dollars, six dollars a barrel; and when costing ten dollars and upwards, four dollars per barrel. With the additionals, these amounts will be increased ninety-four per cent., which actually excludes the importation of the article. Permit me here to remark that the duties on goods imported from countries that furnished aid and encouragement to the late invasion are not increased. The last native flour that was sold here reached the figure of thirty-two dollars per sack of two hundred pounds, in gold. There is not at present a barrel of good flour in this port, and corn meal is generally used by foreigners.

Port dues, real and imaginary, are so high that owners and masters of vessels decline a charter to this port when one can be obtained to any other part of the world.

Charges for pilotage inward are one dollar and seventy-five cents a good, and the same outward over the bar; and twelve dollars up the run, and the same down; twelve dollars for the use of small boat used by the pilots; twenty-five dollars for light-house dues; ten cents per ton wharfage, twenty-five per cent. added; and four dollars for bill of health. If a vessel loads anywhere in the river, ten miles or more out of the limits of the municipality, wharfage is charged and collected on all foreign vessels. The wharfage amounts to the privilege of the ship putting her anchor on shore and lying to the bank of the river.

The only capital employed here, of any consequence, by American citizens is invested by myself in a steam saw-mill for the cutting of mahogany.

For several years the residents of this isthmus have looked forward with anxious expectation to a railroad being constructed to connect this port with Ventosa or some other port on the Pacific side. Capitalists in the city of New York had their agent in the city of Mexico several months last year, negotiating for a concession from the government for a right of way for a road across the isthmus, but accomplished nothing definite up to the adjournment of Congress. I am informed from reliable sources that the subject will engage the earliest attention of Congress this session. Should this enterprise succeed, the capital employed would naturally bring to this district a large number of Americans, who will be engaged in the employ of the railroad company and in commercial, agricultural, and mechanical pursuits. The richness of the soil of this isthmus, and the general good health enjoyed by all foreigners who abstain from dissipation, so common here, I feel assured would attract the attention of capitalists and others, where safe and large returns can be realized if the necessary protection is given.

The culture of sugar-cane I look upon as being the best investment for large capital, requiring but one year for maturing the first crop; after which two crops can be obtained in fifteen months. The cane, once started, will continue to yield prolifically twenty years without replanting; and I have seen plantations that have not been replanted for forty years. When the plants have obtained a good setting they require but little care or cultivation, as the towering growth of the stalk effectually shades the ground and prevents the growth of weeds. I have seen a sample of sugar-cane eighteen feet in length and three inches in diameter. The yield will average a ton of sugar to the acre at each cutting after the first year, and the product of rum and molasses will be sufficient to pay the expenses of cultivation. The lands along the banks of all the rivers are admirably adapted to the culture of



sugar-cane, and in many places on the high lands I have seen good crops successfully raised year after year without irrigation, the rainy season being sufficiently long to mature the crop.

Coffee attains perfection in three years almost anywhere on the isthmus. At present, however, the culture of coffee cannot be made profitable, owing to the scarcity of labor and the indolent habits of the natives.

Rice grows well, either in high or low lands, the best quality and yield being obtained on the mountains dividing the Atlantic and Pacific coasts. The want of confidence in the government occasions the inactivity of capital and enterprise; yet, when nature is so bountiful in her gifts, there is but little need of the poorer classes exerting themselves, when, with an ax, machete, (a kind of sword,) and a pointed stick, they can go upon unoccupied lands, of which there is an abundance, and build a house and cultivate the soil without any other implements of husbandry. Any part of the country furnishes timber for a house, the different pieces being tied together with a tough vine, and the roof thatched with palm leaves; and if well put on will last thirty years. The sides of the house are inclosed by tying on small poles with the same vine, and plastered over with mud mixed with dried grass; and if the builder desires his house to have a neat appearance, he can readily find a kind of earth for a wash, either of white, blue, red, or yellow color. The mode of cultivation is simple, and requires but little labor. The brush is cut down in the months of February and March, and left to dry in the sun until the first of May, when it is burned, and the planting takes place immediately after the first rain, which generally occurs about the 15th of May, without any preparation of the soil; and but little labor is required until the crop is ready to gather.

Petroleum is sufficiently abundant in this district to supply the world. Indications of its locality exist everywhere, and in many places it comes to the surface and forms small lakes and springs to such an extent that it can be dipped up in large quantities. In fact, the whole of this side of the isthmus is a vast lake of petroleum, in my estimation; and from the explorations I have made I believe it can be found almost anywhere. Its richness has been tested by some of the best chemists in the United States. Professor Percy, of New York, has made an analysis of some of this petroleum, taken from the surface, (or rather from one of the springs,) the result being as follows:

Volatile combustible matter.....	75.95
Coke .....	24.05
	<hr/>
	100.00
	<hr/>

Submitted to distillation in solid retorts it furnished a thick lubricating oil of a specific gravity of 0.897, (26° Beaumé,) in the following proportions: One pound of bitumen yields eight and a half fluid ounces of oil; hence one ton of 2,240 pounds yields 148.75 gallons, or 3.72 barrels of forty gallons each.

A separate fractional distillation with the heat raised to 400° Fahrenheit yielded, in one hundred parts:

Illuminating oil.....	13
Lubricating oil.....	87
	<hr/>
	100
	<hr/>



Localities where the oil is found may be denounced before the proper authorities, in conformity with the mineral laws, which, strange to say, amid all the revolutions and commotions of this distressed country, have remained immutable. I have denounced fourteen of these localities, and the denouncements have been admitted by the general government; but the want of confidence in the government deters capitalists in the United States from investing in this profitable business. The protective tariff of itself being a good profit, (amounting to about forty per cent.,) appears to be a sufficient inducement to ventilate this business. As near as I can ascertain, thirty thousand barrels of petroleum are annually introduced into Mexico. At the present rates of freight, the oil can be taken from the wells and shipped to Europe for \$2 25 per barrel, and to the West Indies and South America for much less.

MAZATLAN.—ISAAC SISSON, *Commercial Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Building stones.....	\$33 50
Fruits, fish, oranges, and peppers.....	341 13
Iron, leather, bark, tin, chin, and pepper.....	4,785 80
Wool, chin, and pepper.....	270 00
Wool and machinery.....	12 00
Earthenware and metals.....	47 50
Shoes and soap.....	192 75
Peppers.....	242 16
Wool.....	2,833 55
Total for quarter ended December 31, 1867.....	8,758 39
Total for quarter ended March 31, 1868.....	3,937 62
Total for quarter ended June 30, 1868.....	4,105 50
Total for nine months.....	16,801 51

ACAPULCO.—G. M. COLE, *Commercial Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Wool.....	\$255 16
Iron and deer-skins.....	2,053 34
Wool-bags.....	92 70
Wool.....	119 50
Wool and gum.....	3,265 37
Total for quarter ended December 31, 1867.....	5,786 07
Total for quarter ended March 31, 1868.....	12,871 23
Total for quarter ended June 30, 1868.....	2,277 36
Total for quarter ended September 30, 1868.....	3,728 35
Grand total.....	24,663 01

FEBRUARY 8, 1868.

I have the honor to state that the supreme government of the Mexican public has been pleased to make, in the present custom-house tariff, the

following change, enforced in this port since the first of February last :  
 "All merchandise, of any description whatever, to pay henceforward an additional duty of fifty cents on every one hundred pounds, gross weight."

This duty is very onerous on California lumber, flour, and machinery, which gradually have come into general use on the west coast of Mexico.

TAMPICO.—F. CHASE, *Consul General*.

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Hides .....	\$3,654 44
Gunny bags.....	564 94
Fruit.....	796 77
Istle, &c .....	17,180 30
Goat-skins.....	284 44
Sarsa.....	2,144 04
<hr/>	
Total for quarter ended December 31, 1867 .....	24,624 93
Total for quarter ended March 31, 1868.....	69,854 93
<hr/>	
Total for six months .....	94,479 86
<hr/>	

MARCH 4, 1868.

I have the honor to inclose herewith the décret of the Mexican government of November 19, 1867, abrogating a former decree imposing the collection of "peajes," or toll, upon the transmission of merchandise from one point of the republic to another, and in substitution thereof the following taxes are in course of collection under the last-mentioned decree, at this port and other places throughout this republic :

1. Fifty cents per annum on the value of every one thousand dollars invested in rural property.
2. Fifty cents per annum on every one thousand dollars invested in mills and manufactures of every description, payable in three equal installments.
3. One dollar for every eight arrobas of merchandise landed from foreign ports, payable to the collector of customs at the time of entry; to be placed to the credit of the ministerial department of "fomento," for the improvement and construction of roads.

Until about the 1st instant the collector of this port construed the bearing of the decree of the 19th November aforesaid to extend to every class of lumber and coals, and all such articles arriving here were admitted to entry under a conditional bond, securing the payments, as per quota of one hundred dollars for every eight arrobas of said effects, should the government not think proper to revoke or modify that much of the decree; and it has finally been decided by Mr. Romero, in a circular letter to the collectors of customs, dated February 13, 1868, that anthracite and bituminous coal, and all materials for the construction of buildings for the benefit of the commerce of the ports in which said articles may be introduced, "should be exempt from the imposts established by the law of the 19th November, 1867."

Having ascertained that memorials had been addressed to the secretary of the treasury praying that the above-mentioned exemptions be conceded, I deferred reporting this decree to you until the reply was obtained.

# N I C A R A G U A .

SAN JUAN DEL SUR.—A. L. TOMPKINS, *Acting Consul.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

er-skins, hides, &c .....	\$17,013 42
ack and white India-rubber.....	2,944 25
des.....	6,366 20
un.....	21 50
ws .....	78 50
<hr/>	
Total for quarter ended December 31, 1867.....	26,423 87
Total for quarter ended March 31, 1868 .....	11,115 42
Total for quarter ended June 30, 1868 .....	53,741 81
Total for quarter ended September 30, 1868 .....	29,478 77
<hr/>	
Grand total .....	120,759 87
<hr/>	

SEPTEMBER 30, 1868.

The following statement shows the description and value of the exports from the port of San Juan del Sur to the United States during the year ended September 30, 1868.

During the year ninety-eight invoices (covering a total value of 20,489 87) were certified at this consulate, and distributed as follows:

New York.....	\$89,557 57
San Francisco.....	30,932 30
<hr/>	
Total .....	120,489 87
<hr/>	

Of which amount there were of—

des.....	\$35,294 00
er-skins .....	33,896 00
lado .....	30,347 50
lia-rubber .....	7,665 64
fee .....	6,067 22
zil wood.....	4,690 94
tion.....	913 52
acovado sugar.....	747 25
ligo.....	645 50
resh .....	84 80
ammoeks .....	37 50
un.....	21 50
<hr/>	
Box saws reshipped to New York.....	120,411 37
	78 50
<hr/>	
	120,489 87
<hr/>	
Increase over 1867.....	45,153 70
<hr/>	

DECEMBER 31, 1868.

The principal part of the merchandise shipped to and from this port is made by the Panama Railroad Company's semi-monthly line of steamers running from Panama to San Jose de Guatemala, which touch at this port, thus forming a semi-monthly connection with New York and San Francisco, and also with both the French and English lines of steamers to Aspinwall and Panama. Freight per steamer to New York is, on hides, sixty cents each; on deer-skins, three cents per pound; on general merchandise, (to or from,) about — in gold per ton; on general merchandise to or from San Francisco, per sailing vessels, from fourteen to eighteen dollars in gold per ton.

Port charges: Pilotage, one dollar and fifty cents per foot draught of water of the vessel, charged both in and out. Half fees are charged if a pilot offers his services and they are declined. Lighterage from the Panama Railway Company's steamers is one dollar and fifty cents per ton; from sailing vessels, one dollar per ton, the goods being in both cases placed in the custom-house.

There are no export duties, and the duties on imports are so much per pound at the tariff rates, averaging about fifteen per cent. Bounties are paid on cotton and coffee exported that are the growth of the State: on cotton, four cents per pound; on coffee, two and one-half cents per pound. These bounties are paid in certificates, which are received by the government in payment of duties to the amount of their value.

The import duties are derived as follows: forty per cent. in money; twenty per cent. in government preferred scrip; twenty per cent. in government scrip; twenty per cent. for the paying of the house of Manning, so that in reality the duties in coin are about fifty per cent. of the tariff rates, as the scrip is worth from ten to twenty-five per cent. of its nominal value.

The free goods are all articles used in the building of ships, barrels and pipes, agricultural implements, pumps, carts, wheelbarrows, maps and globes, crucibles, surgical and mathematical instruments, guano and all kinds of material used for enriching the soil, flour and grain, astronomical, surgical, hydraulic and chemical instruments, books and printed letters, machines of all classes and modes, patterns for writing and printing, organs for churches, gold and silver in bullion or coin, millstones, seeds of all kinds, poison for hides, spirits of tar, and quick-silver.

The exports are hides, deer-skins, sugar, cedar, Brazil wood, cotton, coffee, India-rubber, cacao, indigo, and gold bullion, about two-fifths of which in value are sent to the United States.

The imports are cotton and woolen goods of all kinds, linen, clothing, trimmings, ribbons, spool cotton and silk, hardware, cutlery, crockery, wines, cordials, flour, and Yankee notions.

Tobacco, gunpowder, and aguardiente (native rum made from sugar) are government monopolies. A French company has also the exclusive privilege of importing strong liquors, for which privilege they pay this government the sum of \$5,000 per annum.

The mining branch of industry has increased very much in the past few years. The mines are situated in the departments of Matagalpa, Segovia, and Chontales, and, so far as developed, have proved remunerative. At present the Chontales mines are attracting the most attention.

The government has no mint for coining, and the money in circulation is mostly American, French, and Guatemala silver. There is very little gold in circulation, and that is mostly American. The government

is one hundred cents to the dollar. In trade, however, the computed at eighty cents, the former being designated as sen-ak or short.)

ncipal part of the goods consumed in the State are English, American goods of all kinds find a ready sale; but the English s give longer credits than the American, and for that reason certain extent, control the trade of this republic. The greater the coffee, cotton, and cacao the past year was shipped to and cedar has found a very ready sale in Callao. Horses, mules, have been in good demand for the Costa Rica, Honduras, and idor markets.

owing is the price current: Deer-skins, per pound, 22 to 26 cents; pound, 5 to 8 cents; coffee, per pound, 10 to 12 cents; raw pound, 2 to 3 cents; Muscovado sugar, per pound, 6 to 7 cents; er pound, 9 to 12 cents; cacao, none; indigo, per pound, 75 to corn, per 300 pounds, \$2 to \$2 40; good pack mules, per head, ; good riding mules, per head, \$60 to \$100; common horses, per to \$25; good horses, per head, \$70 to \$100; beans, per 300 7 to \$10; rice, per pound, 2½ to 4 cents.

and coffee planting is increasing. Castor oil is also attracting ention. Cotton planting has decreased, although the crop well at present. The first crop of corn proved in many places but the second planting yielded well, as the rains which were or the first planting were bountifully bestowed upon the second. pulation has been estimated by intelligent residents at 300,000 he number of deaths for the past two years, owing to the cholera w fever prevailing here, has been largely in excess of the num- ths.

lowing table, furnished by the collector of customs at this port, the amount of exports and duties received on imports for the r ended November 30, 1868, at this port:

EXPORTS.

.....	\$10,708 85
.....	86,846 00
.....	24,138 55
.....	32,457 75
.....	58,566 20
.....	24,300 00
.....	15,894 00
l.....	31,218 95
.....	3,780 00
n.....	5,556 00
ver coin.....	6,300 00
.....	1,048 55
.....	252 00
f.....	720 00
.....	800 00
.....	440 00
.....	366 00
er.....	5,796 15
.....	595 00
z.....	100 00
ood.....	76 00
es.....	42 00
.....	36 00
s of agave.....	24 00
.....	20 00
.....	17 50
ne.....	13 00
int.....	5 00
l.....	310,117 50
C B	

DUTIES RECEIVED ON IMPORTS.

On foreign goods.....	\$100,967 85
On Central American goods.....	14,089 50
On strong liquors, (imported by permission).....	110 00
Total.....	<u>115,167 35</u>

As the duties according to the present tariff are estimated to average fifteen per cent., the amount of importations would be \$767,782 33. As there are no export duties, very many articles are shipped without any return being made to the custom-house, which would probably amount to over \$40,000, making the total exportations \$350,117 50.

SAN JUAN DEL NORTE.—S. B. COTRELL, *Commercial Agent.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Deer-skins, hides, rubber, and one cotton gin returned, being total for quarter ended December 31, 1867.....	\$2,963 52
Total for quarter ended March 31, 1868.....	25,422 16
Total for quarter ended June 30, 1868.....	8,013 94
Total for quarter ended September 30, 1868.....	15,973 25
Grand total.....	<u>52,372 87</u>



## GUATEMALA.

GUATEMALA.—E. UHL, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Coffee, 13,972 pounds.....	\$10,456 50
Leather, 2,300.....	1,412 24
Wool, 1,700.....	4,020 34
Latex-rubber, 30,650 pounds.....	6,628 47
Pepper, 16,200 pounds.....	1,876 43
Sapilla, 200 pounds.....	30 00
Total for quarter ended December 31, 1867.....	24,423 98
Total for quarter ended March 31, 1868.....	203,480 47½
Total for quarter ended June 30, 1868.....	165,791 00½
Total for nine months.....	393,695 46½

# UNITED STATES OF COLOMBIA.

SABANILLA.—E. P. PELLET, *Commercial Agent.*

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Fustic, and sweet and salt hides, 20 tons.....	\$2,711
Coffee, and Brazil wood, &c., 200 sacks, 125 percales, 200 bags, and 6½ tons	9,960
Mats and salt hides, 188 hides and 700 dozen mats.....	4,858
Total for quarter ended December 31, 1867.....	17,531
Total for quarter ended March 31, 1868.....	71,754
Total for quarter ended June 30, 1868.....	21,779
Total for quarter ended July and August, 1868.....	26,001
Total for eleven months ended August 31, 1868.....	173,065

APRIL 2, 1868.

I am happy to inform you that the commerce between the United States and this country is greatly on the increase. There have arrived in the port of Sabanilla during the three months of this year six American vessels, against three during the whole of the year 1867.

The exports to the United States during the first quarter of this year amounted to \$67,598 48; during the entire year past, to \$78,415 95.

It is to be hoped that this is but the commencement of a revival of the late active commercial relations between the two countries.

I have the honor to submit herewith my second annual commercial return for the year ended September 30, 1868. It affords me great pleasure to be able to state that commerce between this consulate and the United States is reviving, as a comparison of the annexed tables with those of the year past will show.

Some changes have been made in the tariff of this country, and the department has from time to time been apprised of the same. I append the most important. The "first class," as formerly, is free. The "second class," which paid three and a half cents per kilogram, gross weight, now pays five cents. The "third class," which paid thirty cents, now pays forty-five cents per kilogram, gross weight.

The following-named articles, formerly included in the second class, and paying a duty of five cents per kilogram, are now free: Lime; cement; unmanufactured wood for building; pieces of iron and wood to construct and fix suspension bridges, wharves, and landing places; machines, apparatus, and materials necessary to repair the boats navigating the rivers of Colombia, for constructing and repairing suspension bridges, wharves, landing places, electric telegraphs, railroads, and for cleaning the bays and ports; machines whose weight does not exceed one thousand kilograms; tools and utensils destined exclusively for constructing and repairing the public roads, when asked for by States; rice; corn; potatoes; onions; cabbages; peas; fresh fruits; and unsized printing paper.

Unmanufactured tobacco, which formerly paid forty-five cents per kilogram, now pays but five cents.

*Statement of exports from this consulate to the United States for the year ended September 30, 1868.*

Coffee, 310,020 pounds .....	\$38, 098 80
Sweet hides, 11,614 pounds.....	29, 023 86
Salt hides, 2,504 pounds.....	5, 551 02
Fustic, 391 tons .....	6, 353 20
Balsam tolu, 4,181 pounds.....	1, 672 40
Hats, 4,864 $\frac{1}{2}$ dozen .....	35, 364 00
Quinia, 33,326 pounds.....	2, 796 00
Ratanhia root, 3,792 pounds .....	409 60
Hide cuttings, 24 bales.....	108 25
India-rubber, 305 bales.....	11, 909 14
Goatskins, 74 .....	25 20
Brazil wood, 6 $\frac{1}{2}$ tons .....	131 25
Cigars, 6,950 .....	74 05
Raisilla, 216 pounds .....	259 20
Ipecacuanha, 333 pounds.....	333 00
Sewing-machine, 1.....	8 00
Total.....	<u>132, 116 97</u>

For the same period during 1867 the exports to the United States were in valuation \$78,415 95, being an increase for the year 1868 of \$53,701 02.

*Statement of valuation of exports from this consulate to Europe for the year ended September 30, 1868.*

Cotton, 843,935 kilograms.....	\$259, 004
Balsam, 7,790 kilograms.....	9, 784
Brazil wood, 29,000 kilograms .....	1, 130
Coffee, 1,121,757 kilograms.....	237, 541
Hides, 159,769 kilograms .....	29, 713
Fustic, 1,240,000 kilograms .....	20, 971
Quinia, 17,335 kilograms .....	11, 282
Ivory unts, 104,000 kilograms .....	3, 648
Tobacco, 3,913,366 kilograms .....	2, 212, 405
Other products, 85,787 kilograms .....	25, 144
Total, 7,522,739 kilograms.....	<u>2, 811, 022</u>

*Statement of valuation of imports into this consulate for the year ended September 30, 1868.*

From United States, 397,264 kilograms .....	\$95, 175 35
From England, 691,552 kilograms.....	257, 425 05
From Germany, 555,444 $\frac{1}{2}$ kilograms .....	168, 617 15
From Antillas, 199,834 kilograms .....	11, 752 00
From other nations, 290,843 kilograms .....	36, 480 20
Total, 2,134,937 $\frac{1}{2}$ kilograms.....	<u>569, 449 75</u>

The following prices current have ranged during the year past: Coffee, 9 cents per pound; sugar, 16 cents per pound; beef, 10 cents per pound; pork, 10 cents per pound; American butter 50 to 60 cents per pound; flour, \$18 to \$20 per barrel; corn, \$5 per fanega of 450 pounds; potatoes, 6 to 8 cents per pound; salt, (native,) \$10 per fanega of 450 pounds; imported salt, \$14 per fanega; sweet hides, 10 cents per pound; salt hides, 8 cents per pound; cotton, 10 to 12 cents per pound; tobacco, 12 to 14 cents per pound.

The cotton and tobacco crops for the year past have been good; and

while the former gives promise for the coming year, the latter is suffering from drought and the ravages of insects.

In closing this return I am pleased to be able to say that many improvements have taken place in this city during the year past, and that buildings are rising on every side.

The railroad so long projected to Sabanilla is to be commenced next month. On its completion the commerce of the Atlantic coast of Colombia will naturally seek this port. Its advantages to this consulate and the interior generally cannot be overestimated.

CARTHAGENA.—A. S. HANABERG, *Consul.*

JANUARY 31, 1869.

During the year 1868 there entered at this port sixteen American vessels of the aggregate tonnage of 2,798 tons. Of these there were thirteen vessels from the port of New York, partly laden with American cargo of the value of \$81,902 20. The total value of the importations at this port from all countries for the same period was \$434,103 46, the great majority being of English production. During the same period there were cleared for the port of New York thirteen American and one English vessel, laden with produce as follows:

India-rubber, 299,928 kilograms.....	\$151, 175 78
Fustic, 623,381 kilograms.....	8, 874 77
Hides, 3,746 kilograms.....	7, 981 97
Coffee, 23,220 kilograms.....	4, 771 95
Balsams, 3,234 kilograms.....	4, 004 40
Panama hats, 724.....	3, 479 20
Old iron, copper, &c.....	903 95
Ipecacuanha, 250 kilograms.....	690 97
Cocoa nuts, 27,640.....	479 89
Ivory nuts, 33,024 kilograms.....	319 66
Sundries .....	770 53
<hr/>	
Total value of exports to the United States, (in Colombian currency of 97.3 cents to the dollar.).....	183, 453 07
<hr/>	

The total value of the exports from this port during the year 1868 was about \$600,000, the principal articles of produce composing the same being India-rubber, tobacco, and cotton. Of India-rubber the total amount exported was 621,815 kilograms. Of tobacco there was shipped to Bremen about 450,000 kilograms, and of cotton 335,000 kilograms to England. The produce of cotton is annually increasing in this country, and the quality is about equal to the middling uplands of the United States.

During the last year petroleum springs have been discovered at different places on or near this coast, and for samples which have been brought to this city the oil is pronounced to be of a good quality, but as yet no works have been undertaken for its collection.

The product of India-rubber, which has been for many years the principal article of export from this country, is yearly diminishing, owing to the destruction of the tree in its collection. It is now only found at a very great distance from this place, and distant also from the coast and navigable rivers and streams. There are said to be large quantities of this valuable product on the Darien coast, which is inhabited by the

**San Blas Indians.** But those savages do not collect it themselves, and will not permit the entrance of other people into their territory. It is to be hoped that, with the commencement of the surveys and the work for the construction of the projected interoceanic canal through that part of the isthmus, the rich products of those forests may be added to the products of the country and the world. The national government of this country collects a tax of three cents per kilogram on India-rubber collected on the public domain; also one cent per kilogram on balsams, and one cent per miriogram of dyewoods and lumber.

# VENEZUELA.

LAGUAYRA.—C. H. LOEHR, *Consul.*

DECEMBER, 31, 1867

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

Cocoa.....	\$3, 12
Deer-skins.....	12, 7
Hides.....	1, 63
Coffee.....	1, 376
Specie in American gold.....	21, 335
Return goods.....	821 1/2
Straw hats.....	1, 000 00
Cocoa, bitters, hides, hide cuttings, specie, (United States gold,) deer-skins, artificial flowers, straw hats, coffee, bran, horns, fustic, indigo, oranges, sweetmeats, empty wheat bags, &c.....	121, 332 81
Total for quarter ended December 31, 1867.....	161, 926 06
Total for quarter ended March 31, 1868.....	50, 349 52
Total for quarter ended June 30, 1868.....	263, 613 84
Total for quarter ended September 30, 1868.....	103, 872 44
Grand total.....	579, 761 86

The following is a price current of articles of Venezuelan produce exported from the port of Laguayra for the month of January, 1868: Cotton, per quintal, \$12 50; indigo flor. barinas, per pound, \$1 to \$1 03; cocoa, Sotovento, per fanega of 100 pounds, \$34; cocoa, Rio Chico, per fanega of 100 pounds, \$30 to \$32; cocoa, Carupano, per fanega of 100 pounds, \$22; coffee, washed Caracas, per quintal, \$13 25 to \$14 75; coffee, unwashed Caracas, per quintal, \$13 to \$13 50; coffee, common Caracas, per quintal, \$12; hides, oxen, salted, per quintal, \$6 50; hides, sweet, folded, per quintal, \$12 to \$13; hides, washed, per quintal, \$13 50; deer-skins, per quintal, \$40; fustic of the coast, per ton of 2,000 pounds, \$18 to \$20; lignumvitæ, per ton of 2,000 pounds, \$15 to \$ 16; brown sugar, (Muscovado,) per quintal, \$5 to \$6.

Exchange on London, \$6 50 the pound sterling at ninety days' sight; on Paris, 3.0 francs the dollar at ninety days' sight; on Hamburg, 33 to 33½ shillings the dollar at ninety days' sight. The dollar currency of Venezuela is equal to 74.42 cents, estimated in American or Spanish silver dollars.



*Statement showing the United States and foreign shipping, and value of trade, at the port of La-guayra for the month of January, 1868.*

## IMPORTATION.

Nationality.	No. of vessels.	Tonnage.	Value of cargo.	Duties.
United States .....	2	471.36	\$15,631 78	\$6,384 16
Hamburg .....	4	1,084	54,381 00	24,024 00
Bremen .....	1	266	10,016 50	6,110 12
West Britain and colonies .....	3	1,564	71,195 00	36,136 00
France and colonies .....	3	586	37,989 00	18,040 00
Spain and colonies .....	1	214	16,077 18	7,046 00
Holland and colonies .....	4	237	4,111 00	2,689 19
Denmark and colonies .....	2	218	1,059 00	459 00
Austria .....	1	196	8,233 25	3,020 00
Italy .....	1	273	3,784 00	2,106 42
Panama .....	2	106	846 15	536 00
<b>Total .....</b>	<b>23</b>	<b>5,215.36</b>	<b>223,343 86</b>	<b>104,550 80</b>

*Class of vessels entered: 4 barks, 3 brigs, 6 brigantines, 4 schooners, 3 steamers, 1 (French) war steamer, and 3 in port.*

## EXPORTATION.

Nationality.	No. of vessels.	Tonnage.	Coffee.	Cotton.	Cocoa.	Hides.	Deer skins.	Beans.	Cabadilla.	Value of cargo.
			<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>No.</i>	<i>No.</i>	<i>Lbs.</i>	<i>Lbs.</i>	
United States .....	2	471.36	8,510	.....	.....	490	.....	38,600	.....	\$6,461 48
Hamburg .....	3	846	804,660	15,082	.....	.....	960	.....	26,510	114,066 80
Bremen .....	1	266	32,200	.....	.....	140	223	.....	.....	23,510 10
West Britain and colonies .....	2	754	600	.....	.....	.....	.....	.....	.....	75 00
France and colonies .....	1	586	171,600	56,952	55,751	370	22	23,100	.....	45,187 76
Spain and colonies .....	1	214	44,580	.....	321	.....	.....	.....	.....	6,110 00
Holland and colonies .....	4	237	.....	.....	.....	.....	.....	.....	.....	38 00
Denmark and colonies .....	2	218	.....	.....	.....	.....	.....	.....	.....	.....
Austria .....	1	196	.....	.....	.....	.....	.....	.....	.....	.....
Italy .....	1	273	72,590	3,260	12,116	.....	.....	.....	.....	18,429 30
Panama .....	2	106	.....	.....	16,644	.....	.....	.....	.....	3,522 00
<b>Total .....</b>	<b>20</b>	<b>3,891.36</b>	<b>1,134,760</b>	<b>75,274.84</b>	<b>834</b>	<b>1,000</b>	<b>1,204</b>	<b>59,700</b>	<b>26,510</b>	<b>*219,406 34</b>

*\* Including sundries, which consisted of 4 tiger-skins, 5 goat-skins, 2 snake-skins, 37 bags beans, 2 bags maize, 12 pounds sweetmeats, 1,000 pounds balsam copaiba, 3 packages old metal, 5,000 pounds hide cuttings, 20 pounds chocolate, 2 boxes sulphur, to various countries, 2,000 gold dollars to the United States; 80 pounds snuff, 385 pounds sarsaparilla, and 2,201 pounds of tobacco, to Hamburg, and 184 pounds starch, to France.*

*Class of vessels cleared: 3 barks, 4 brigs, 4 brigantines, 3 schooners, 3 steamers, 1 war steamer, and 5 in port.*

Statement showing the market prices of articles of Venezuelan produce exported from the port of La Guayra during the year ended December 31, 1887.

Description.	January	February	March	April	May	June	July	August	September	October	November	December.	Measures.
Cotton .....	\$38 00	\$38 00	\$37 00	\$27 00	\$26 50	\$26 00	\$24 00	\$23 00	\$21 50	\$20 00	\$19 00	\$14 00	The quintal.
Indigo flor., Barinas .....	1 03	1 03	1 00	1 00	1 00	1 00	98	96	1 00	None.	None.	1 03	The pound.
Coroa, Setovento .....	34 00	34 00	35 00	35 00	34 50	32 00	32 50	32 50	33 00	32 00	34 00	34 00	The fanega of 110 pounds.
Cocora, Rio Culico .....	33 00	None.	32 00	33 00	28 00	30 00	34 00	30 00	28 00	30 00	30 00	32 00	Do.
Coroa, Carupano .....	26 00	24 00	22 00	None.	None.	None.	22 00	20 00	20 00	22 00	22 00	22 00	Do.
Coffee, washed .....	16 00	16 00	16 50	17 00	17 00	17 50	17 00	17 00	16 00	15 50	15 75	14 00	The quintal.
Coffee, unwashed .....	14 50	13 00	13 75	13 25	13 00	None.	None.	14 00	13 00	13 50	14 00	13 50	Do.
Coffee, common .....	14 00	13 00	13 50	13 00	13 00	13 00	None.	12 50	12 50	11 50	11 50	12 25	Do.
Hides, salted .....	6 50	6 50	6 50	7 00	7 25	7 00	6 50	7 50	6 50	6 50	6 50	6 50	Do.
Hides, fatted .....	9 75	9 50	9 50	9 75	10 00	10 50	10 00	9 50	10 00	10 50	11 50	12 50	Do.
Hides, washed .....	11 00	None.	None.	11 00	10 50	11 00	11 50	12 00	12 00	13 00	13 50	14 00	Do.
Deer-skins .....	22 00	22 00	24 00	26 00	26 00	28 00	31 00	31 00	32 50	34 00	36 00	37 00	Do.
Fustic .....	None.	None.	None.	None.	None.	None.	None.	17 00	17 25	17 00	18 00	19 50	The ton of 2,000 pounds.
Lignumvite .....	13 50	13 25	13 50	14 50	16 00	14 00	13 50	12 25	13 00	13 00	15 00	15 50	Do.
Brown sugar .....	None.	None.	None.	None.	None.	None.	None.	5 25	5 37	6 00	5 50	5 50	The quintal.
Exchange on London .....	6 50	6 40	6 30	6 45	6 50	6 55	6 65	6 65	6 60	6 55	6 50	6 50	Pounds at 90 days' sight.
Exchange on Paris .....	3 97	3 97	4 00	3 95	3 90	3 80	3 82	3 80	3 85	3 85	3 90	3 90	Dollars at 90 days' sight.
Exchange on Hamburg .....	33	33	33	33	32	31	31	32	32	33	33	33	Do.

The above prices are in the dollar currency of Venezuela, equal to 74.42 cents, estimated in American or Spanish silver dollars.

Exportation of produce at the port of La Guayra, from January 1 to June 30, 1888.

Destination.	ARTICLES EXPORTED																
	Coffee	Cotton.	Cocoa.	Indigo	Hides.	Fur skins.	Hide cuttings.	Bran.	Cattle hides.	Old metal.	Leath. or.	Fustic.	Dye wood.	Hops.	Brown sugar.	No. Bolls.	Specie.
United States	Lbs 1,859,555	Lbs. 2,200	Lbs. 156,417	Lbs. 5,767	No. 3,854	No. 13,981	Lbs. 38,565	Lbs. 176,200	Lbs. 28	Lbs. 54	Lbs. 2,015	Lbs. 587	Pics.	Don.	Lbs. 45	No. 30	Dolla 2,833 30
Germany	9,202,998	378,554	77,026	10,777	2,325	6,074											
Great Britain and colonies	900	24,430										4,700					
France and colonies	3,325,543	21,681	985,284	15,932	4,611	1,000		23,100	10								
Spain and colonies	343,970	155,065	2,102,931	5,836	3,791							100,000		92			
Holland and colonies	66,000							60,300									
Denmark and colonies	8,000		8,240									12,125					
Austria	225,500												10				
Italy	72,590	3,900	115,800														
Mexico																	
Total	15,135,056	776,718	3,457,844	36,413	14,581	21,055	38,565	252,600	28	64	2,015	587	10	92	45	30	2,833 30

Of sundries, there were exported to the United States 2 barrels of plants, 2 boxes sulphur, 23 goat-skins, 1 box stuffed birds, 1 box artificial flowers; to Germany, 2,210 pounds tobacco 26,510 pounds cebadilla, 358 pounds sarsaparilla; to Great Britain and colonies, 80 pounds elm-wood, 5 goat-skins; to France and colonies, 184 pounds starch, 4 tiger-skins, 2 snake-skins; to Holland and colonies, 18 bags peas; 3 tiger-skins; Italy, 1 hammock.

APRIL 6, 1868.

the honor to inclose herewith duplicate of record for March, containing prices current of exports, exchange, United States and shipping, and value of trade; foreign vessels in port.

State of the port:

2.—Our town appears like a military camp, to the great annoyance of commerce; about four hundred men are here, who at night are quartered to the municipality, the market, and the wharf by the custom-house. At 7 o'clock p. m. there is a network of sentinels in every direction, and no one ventures to be about the streets, unless exposed to be fired at or started by the brutal soldiers—an unpleasant affair for the peaceable population. In the daytime the town looks like a cemetery, and in the evening all the doors are closed from 7 to 8 o'clock. General Falcon has become very irritable, and has treated of late some individuals very harshly. He is surrounded by the same circle. On his last visit to this port none of the merchants called on him. Nearly all the public and some private houses are converted into barracks. Very little coffee comes to the port, the mule-drivers carrying produce will not approach, except some of the vessels will be long in getting their cargoes. Besides, not a single person from the interior, the greatest misery and scarcity of money. It appears that the factions are getting nearer to Caracas, but are too exhausted by their guerilla warfare all the resources of the Government.

10.—We are still badly off; no money and no business; plenty of news about the revolution, but we can rely on nothing, the Government holding all in their own hands. The factions are about the city of Valencia. They worry the government, but no decisive fights.

15.—Various state governments have put enormous internal taxes on cotton, coffee, cocoa, hides, rum, sugar, &c.; collect two dollars per carga on dry goods sent into the interior, and four reals on provisions; each head of cattle is to pay five dollars before crossing, or passing the road. What we eat now costs its weight in gold. The rebellion, although in appearance quite still, continues in different parts of the country, and when one party is put down another rises after it. When shall this dreadful state of things which we are now passing through pass away? Venezuela will be thrown back for years!

19.—No sales; no money in circulation; no credit; families, businesses, companies, are suffering. The first houses here have their cellars entirely empty, and by this true statement the situation of our firms may be imagined. A general commercial crash is feared for the months following May, when all the crop shall have disappeared.

25.—Commodore Charles C. Boggs arrived here in the United States steamer *De Soto*, from Curaçoa, on the 19th instant; went to sea on the following day; had an interview with Vice-President Buchanan, returned to his ship on the 24th; pronounced himself excellently received by Minister Stillwell and myself, and left at 11 a. m. for Santa Marta to return again, as he asserted, in a fortnight for the settlement of the American whaling schooner, *Hannah Grant*.

26.—The Venezuelan war steamer *Bolivia* arrived here this morning at 6 o'clock, with President Falcon on board. General Falcon returned to Caracas, and the *Bolivia* returned to Puerto Cabello.

30.—If we are to believe the news in circulation, a great fight

must be going on, or is about to take place between Bruzual's army and the factions around Valencia. Bruzual had an interview with General Arana, the factions' chief, whom he asked to lay down arms and return to allegiance to the government. General Arana expressed himself willing, on the condition that Falcon resigns his title as President, and retires from power. President Falcon has called General Colina with 1,500 men to Caracas, to resist the action of congress against him. Congress protested, and is to adjourn.

The following are the prices current of Venezuelan produce exported from the port of La Guayra during the month of March, 1868: Cotton, per quintal, \$14 to \$15; indigo, (flor Barinas,) per pound, \$1 06; cocoa, (Sotovento,) per fanega of 110 pounds, \$34; cocoa, (Rio Chico,) per fanega of 110 pounds, \$32 to \$34; cocoa, (Carupano,) per fanega of 110 pounds, \$32; coffee, washed Caracas, per quintal, \$14 75 to \$15 75; coffee, unwashed Caracas, per quintal, \$13 to \$13 50; coffee, common, per quintal, \$12 to \$13; deer-skins, per quintal, \$40; hides, oxen and salted, per quintal, \$6 50; hides, sweet and folded, per quintal, \$13 to \$14; hides, sweet and washed, per quintal, \$15 50; fustic of the coast, per ton of 2,000 pounds, \$20; lignumvitæ, per ton of 2,000 pounds, \$15 to \$16; dyewood, per ton of 2,000 pounds, \$18 to \$25; sugar, (Muscovado,) brown, per quintal, \$5 to \$6.

Exchange on London, \$6 50 the pound sterling at ninety days' sight; on Paris, 3.85 francs the dollar at ninety days' sight; on Hamburg, 34 shillings the dollar at ninety days' sight.

*Statement showing the United States and foreign shipping at the port of La Guayra during the month of March, 1868.*

## ENTERED.

Nationality.	With cargoes.			In ballast.			Total.			Invoice val. of cargoes.	Duties on Imports.
	Ves.	Tons.	Crew.	Ves.	Tons.	Crew.	Ves.	Tons.	Crew.		
U. S. (Brit. flag) . . . .	1	267	10	—	—	—	1	267	10	\$21,910 50	\$9,630 00
German Confederation . .	3	864	29	1	—	8	4	1,144	37	124,734 64	60,710 15
Gt. Brit. and colonies . .	3	1,520	48	—	—	—	3	1,520	48	92,609 18	69,900 00
France and colonies . . .	2	578	20	—	—	—	2	578	20	44,207 25	23,199 75
Spain and colonies . . .	1	308	10	1	288	8	2	576	18	25,630 00	11,406 15
Holland and colonies . .	1	126	7	2	214	13	3	340	20	10,311 50	6,422 55
Denmark and colonies . .	1	315	13	—	—	—	1	315	13	21,441 30	10,073 19
Italy . . . . .	1	210	11	—	—	—	1	210	11	30,644 00	16,914 19
Austria . . . . .	1	214	8	—	—	—	1	214	8	18,238 54	7,202 00
Total . . . . .	14	4,402	156	4	762	29	18	5,164	185	329,746 91	195,552 00

CLEARED.

	No. of vessels.	Tonnage.	ARTICLES EXPORTED.						Value of cargo.
			Coffee.	Cotton.	Cocoa.	Hides.	Deer-skins.	Fustic.	
			Lbs.	Lbs.	Lbs.	No.	No.	Lbs.	
g)... ..	2	570	242, 000	.....	18, 920	870	2, 300	.....	\$40, 733 93
ation.	6	1, 531	1, 196, 970	44, 433	10, 340	383	104	4, 700	201, 922 15
olon's	2	1, 149	87, 825	10, 400	5, 787	.....	.....	.....	43, 915 22
onies.	2	693	34, 200	3, 599	28, 160	.....	.....	.....	23, 418 00
nies..	2	528	196, 570	.....	19, 570	.....	.....	.....	42, 240 10
lonies	3	472	66, 000	.....	.....	.....	.....	.....	10, 583 98
colo's	1	314	8, 000	.....	8, 240	.....	.....	12, 125	4, 307 12
.....	18	5, 257	1, 831, 565	58, 432	91, 017	1, 213	2, 404	16, 825	* 372, 060 50

vessels entered : 5 barks, 2 brigs, 2 brigantines, 3 schooners, 2 steamers, and 10 in port.  
 vessels cleared : 4 barks, 3 brigs, 5 brigantines, 4 schooners, 2 steamers, and 6 in port.  
 passengers entered, 116.

sundries, of which there were exported to various countries : Sweetmeats, 4 boxes ; old copper, chocolate, 110 pounds ; hats, 92 dozen ; tiger-skins, 2 ; dyewood, 10 pieces ; to the United States, of bran ; and to Great Britain and colonies, 1,044 pounds of indigo.

Following foreign vessels arrived in port : French bark Tamaulipavas arrived from St. Thomas on the 6th of March with an unclean bill of health, and was put in quarantine for forty days according to the quarantine law of this country, counting from the date of clearance. On account of some American passengers on board (engineers for the mines of Guayana,) I succeeded in having the quarantine performance reduced to twenty-three days, and ended on the 29th of March.

Statement showing the United States and foreign shipping and value of trade at the port of La Guayra for the month of October, 1868.

National.	With cargo.			In ballast.			Total.			Invoice value of cargoes.	Duties.	Flag.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			
ENTERED.												
United States.....	3	634	27	.....	.....	.....	3	624	27	892,830 10	840,223 25	British.
Germany.....	2	334	18	.....	.....	.....	2	334	18	68,760 25	30,363 80	German.
Great Britain and colonies .....	2	941	58	.....	.....	.....	2	941	58	152,000 00	70,381 45	{ British, 1. German, 1.
France and colonies .....	2	599	48	.....	.....	.....	2	599	48	53,300 00	28,421 00	French.
Spain and colonies.....	1	186	12	.....	.....	.....	1	186	12	25,700 00	13,116 00	German.
Holland and colonies.....	.....	.....	.....	1	32	4	1	32	4	.....	.....	Holland.
Denmark and colonies .....	2	436	44	2	248	22	4	684	66	724 15	432 17	{ British, 2. Holland, 2.
Total .....	12	3,320	207	3	280	26	15	4,020	233	343,414 50	163,236 47	
CLEARED.												
United States.....	2	579	19	.....	.....	.....	2	579	19	57,940 64	8,085 35	British.
Germany .....	1	156	10	.....	.....	.....	1	156	10	46,404 25	6,709 85	German.
Great Britain and colonies .....	1	785	54	.....	.....	.....	1	785	54	36,336 00	4,324 10	British.
France and colonies .....	1	310	47	.....	.....	.....	1	310	47	15,816 53	2,258 25	French.
Spain and colonies .....	1	196	13	.....	.....	.....	1	196	13	19,405 55	2,815 00	Spanish.
Holland and colonies.....	.....	.....	.....	1	28	4	1	28	4	.....	.....	Venezuelan.
Denmark and colonies .....	4	684	66	1	218	37	5	903	93	6,564 80	961 35	{ British, 1. Holland, 2.
Total .....	10	2,710	200	2	246	31	12	2,956	240	177,267 97	25,063 90	

Classes of vessels entered: 3 barks, 5 brigs, 3 schooners, 4 steamers, and 6 in port. Classes of vessels cleared: 1 bark, 3 brigs, 2 schooners, 1 sloop, 5 steamers, and 6 in port.



The following are the prices current of Venezuelan produce exported from the port of La Guayra during the month of February, 1868: Cotton, per quintal, \$12 to \$12 50; indigo, (flor Barinas,) per pound, \$1 03 to \$1 06; cocoa, (Sotovento,) per fanega of 112 pounds, \$33 to \$36; cocoa, (Rio Chico,) per fanega of 112 pounds, \$33 to \$34; cocoa, (Carupano,) per fanega of 112 pounds, \$22 to \$24; coffee, washed Caracas, per quintal, \$13 50 to \$15; coffee, unwashed, Caracas, per quintal, \$12 50 to \$13; coffee, common, Caracas, per quintal, \$10 50 to \$11 75; hides, ox, salted, per quintal, \$6 50; hides, sweet folded, per quintal, \$13 to \$14; hides, sweet washed, per quintal, \$15 50; deer-skins, \$40 per quintal; fustic of the coast, per ton of 2,000 pounds, \$20; lignumvitæ, per ton of 2,000 pounds \$15 to \$16; dyewood, per ton of 2,000 pounds, \$18 to \$25; sugar, (Muscovado,) brown, per quintal, \$4 50 to \$5 75.

Exchange on London, \$6 50 the pound sterling at ninety days' sight; on Paris, 3.90 francs the dollar at ninety days' sight; on Hamburg, 33 to 33½ shillings the dollar at ninety days' sight.

The following are the prices current of articles of consumption for February, 1868: Sugar, refined Maracaibo, per quintal, \$22 to \$24; sugar, refined, Guatue, per quintal, \$10 to \$16; rum of 30 degrees, per carga of 100 bottles, rum of 21 degrees, per carga of 80 bottles, \$8 to \$8 50; rice, native, per fanega of 112 pounds, \$12 to \$13; rice, foreign, per quintal, \$7; starch, per quintal, \$5 to \$5 25; garlic, first quality, per 100 strings, \$25 to \$30; beans, white, per fanega, \$12 to \$14; beans, black, per fanega, \$7 to \$8; onions, per quintal, \$6 50 to \$7; skins, sheep, per carga of eight, — —; flour, per barrel, \$21; maize, per fanega, \$3 50 to \$3 75; lard, native, per quintal, \$19 to \$20; lard, foreign, per quintal, \$24 to \$25; soaps, Caracas, per box, \$1 87; soap, Ananco, per box, \$1 13 to \$2 25; sugar, brown Caracas, per carga of 64 loaves, \$15 to \$16; cheese, each \$12 to \$12 50; tallow, per quintal, \$13 to \$14; leather, sole, native, per side, \$21; leather, sole, foreign, per side, —; tobacco, Orituco, per roll, \$4; tobacco, St. Domingo, large leaves, per quintal, \$36 to \$40; tobacco, St. Domingo, small leaves, per quintal, \$12 to \$13; candles, tallow, molded, per quintal, \$18 50 to \$21.

The following statement shows the nationality and destination of foreign vessels loading in port during the month of February, 1868: British steamer for Liverpool, Hamburg brigantine for Hamburg, Hamburg bark for Ponce, four German brigs for Hamburg, German brigantine for St. Thomas, French bark for Bordeaux, French brig for Bordeaux, French bark for Marseilles, Spanish brig for Mayaguez, Spanish brigantine for Mayaguez, and Spanish brig for Porto Rico.

*Report of deaths from February 28, 1867, to February 29, 1868.*

Parishes.	Male.		Female.		Total.
	Adults.	Children.	Adults.	Children.	
IN CARACAS. (Population 30,000.)					
Cathedral .....	108	81	90	74	353
Alta Gracia .....	120	98	88	70	374
San Pablo .....	84	26	110	11	231
Candelaria .....	35	32	106	33	206
Santa Rosalia .....	48	28	83	27	186
San Juan .....	13	34	49	36	132
Total .....	408	297	528	251	1,484
IN LA GUAYRA. (Population 9,000.)					
Bolivar .....	42	31	44	25	142
Eucre .....	58	14	36	20	128
Cardenal .....	42	19	26	27	114
Pucon .....	13	27	12	15	67
Total .....	155	91	118	67	451

*Statement showing the United States and foreign shipping and value of trade at the port of La Guayra during the month of February, 1868.*

Nationality.	With cargoes.			In ballast.			Total.			Invoice val. of cargoes.	Duties.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.		
ENTERED.											
United States, (Brit. flag)	1	245	10	.....	.....	.....	1	245	10	\$18,744 66	\$7,354 18
Hamburg .....	3	823	34	1	343	12	4	1,166	46	79,419 50	44,211 00
German Confederation .....	1	247	8	.....	.....	.....	1	247	8	8,020 01	3,914 13
Great Britain and colonies .....	1	812	36	2	270	15	3	1,082	51	52,416 75	24,285 00
France and colonies .....	3	936	29	1	334	11	4	1,270	40	72,001 00	33,665 00
Spain and colonies .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denmark and colonies .....	.....	.....	.....	2	372	16	2	372	16	.....	.....
Holland and colonies .....	.....	.....	.....	1	126	7	1	126	7	.....	.....
Total .....	9	3,163	117	7	1,445	61	16	4,508	178	230,601 91	144,429 33
CLEARED.											
United States, (Brit. flag)	1	245	10	.....	.....	.....	1	245	10	\$1,122 00	\$195 30
Hamburg .....	2	678	23	.....	.....	.....	2	678	23	98,899 69	16,446 15
German Confederation .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Britain and colonies .....	1	812	36	1	113	6	2	925	42	.....	.....
France and colonies .....	2	620	22	.....	.....	.....	2	620	22	19,116 35	3,610 00
Spain and colonies .....	1	286	14	.....	.....	.....	1	286	14	58,620 85	9,477 20
Denmark and colonies .....	.....	.....	.....	1	128	5	1	128	5	.....	.....
Holland and colonies .....	1	126	9	2	250	17	3	376	26	347 00	67 20
Austria, (Danish flag) .....	1	243	12	.....	.....	.....	1	243	12	28,187 50	4,141 75
Total .....	9	3,010	126	4	491	28	13	3,501	134	206,293 79	34,139 60

It is impossible to give the names of articles, with the weights, measures, and quantities, as imported, because the merchants will not allow copies of their invoices to be taken, nor can any other information be obtained at the custom-house here than the value of the imports, as the invoices presented to them are transmitted to Caracas as soon as the goods are landed, without any copy being kept at the custom-house. The articles exported consisted of coffee, cotton, cocoa, indigo, hides, deer-skins, beans, peas, fustic, and bran.

Return of the coasting trade at the port of La Guayra from February 28, 1867, to February 29, 1868.

From—	ENTERED.			CLEARED.			Average days passage to La Guayra.	No. of passen- gers entered.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.		
.....	38	1,444	124	39	1,482	132	2½	74
.....	24	668	114	24	668	114	3	38
.....	43	1,260	136	42	1,214	129	2½	53
.....	19	360	62	16	310	50	5	45
bi .....	25	212	89	24	194	83	2	10
.....	13	178	45	13	174	42	1½	6
.....	7	60	21	6	56	18	2	24
.....	4	58	15	3	44	12	2	.....
.....	7	60	21	7	60	21	5	4
ivar .....	18	1,946	74	18	1,946	74	17	164
.....	9	76	20	9	76	20	4	4
.....	14	124	48	14	124	48	3	22
.....	8	97	26	9	110	31	8	2
.....	18	355	70	17	316	65	1	72
.....	10	107	48	12	126	57	1½	4
.....	12	151	42	12	166	45	1	3
.....	47	1,050	126	46	1,014	121	3	63
.....	21	228	102	21	228	102	2½	16
.....	52	1,664	210	51	1,566	208	2	60
llo .....	102	5,166	514	99	5,024	497	2	375
Crus .....	8	55	23	6	42	16	4	5
.....	36	544	131	34	504	122	1½	94
.....	6	81	22	6	81	22	3	9
.....	16	189	53	13	142	38	2	15
.....	4	42	15	4	42	15	3	.....
.....	4	32	18	3	34	21	5	18
.....	11	170	46	11	170	46	2	32
.....	6	58	19	5	56	16	4	1
d .....	582	16,435	2,234	564	15,959	2,095	.....	1,210

coastwise trade of Venezuela is confined solely to Venezuelan ; foreign built vessels are, however, allowed to engage in it by ng flags; they generally carry produce to this port, and take in n cargo of imported merchandise, provisions, &c.  
value of the trade amounted during the year to \$1,468,020 15.  
uss of vessels engaged in this trade are: schooners, measuring l to 150 tons; guairos, measuring from 12 to 21 tons; falurhoes, ing from 5 to 18 tons; sloops, measuring from 8 to 25 tons; lan- r boats, measuring from 3 to 8 tons.  
e were eighteen national vessels in port, viz: 5 schooners, 3 sloops, o, 4 falurhoes, 1 lancha, 4 boats; besides two gunboats.

Statement showing the United States and foreign shipping and value of trade at the port of La Guayra for the month of July, 1880.

Nations.	WITH CARGOES.			IN BALLAST.			TOTAL.			Invoice value of cargo.	Duties.	Flags.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			
ENTERED.												
United States.....	3	790	25	.....	.....	.....	3	790	25	\$52,964 00	\$22,554 12	{ British 2. Venezuela 1. German 3. Holland 1.
Germany.....	4	994	32	.....	.....	.....	4	994	32	57,045 18	26,833 10	{ British 1. Holland 1. Prussian 1. French 3. Spanish 3. Holland 4.
Great Britain and colonies.....	3	1,513	47	.....	.....	.....	3	1,513	47	95,117 50	44,078 25	{ Venezuela 1. Holland 2. French 1.
France and colonies.....	3	1,468	43	.....	.....	.....	3	1,468	43	32,950 62	17,236 00	{ Spanish 3. Holland 4.
Spain and colonies.....	.....	.....	.....	3	721	28	3	721	28	.....	.....	{ Venezuela 1. Holland 2.
Holland and colonies.....	.....	.....	.....	5	244	25	5	244	25	.....	.....	{ French 1.
Denmark and colonies.....	2	412	16	1	78	6	3	490	22	666 00	293 85	
Total .....	15	5,177	163	9	1,043	59	24	6,220	222	238,743 30	110,995 32	
CLEARED.												
United States.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	{ German 1. French 1.
Germany.....	2	520	18	.....	.....	.....	2	520	18	106,364 68	19,068 12	{ French 2. British 1. Spanish 5. Holland 5.
Great Britain and colonies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	{ Holland 2. Venezuela 1. British 1.
France and colonies.....	3	1,312	39	.....	.....	.....	3	1,312	39	129,459 00	24,134 62	
Spain and colonies.....	5	1,165	41	.....	.....	.....	5	1,165	41	124,271 35	21,808 00	
Holland and colonies.....	.....	.....	.....	5	309	28	5	309	28	.....	.....	
Denmark and colonies.....	1	113	5	2	241	13	3	357	18	2,009 25	415 20	
Colombia.....	.....	.....	.....	1	944	36	1	944	36	.....	.....	
Total .....	11	3,113	103	8	1,494	77	19	4,607	180	362,104 28	65,425 94	

Vessels entered: Four barks, four brigs, five brigantines, four schooners, four sloops, three steamers, and seven in port. Classes of vessels cleared: Four barks, four steamers, one sloop, one steamer, and six in port.

Unable to give the articles with the weights, measures, and quantities as imported, because merchandise will not allow copies of their The commerce of this port has been somewhat affected, since the 25th of June, and had from

Nations.	Coffee.	Cotton.	Cocoa.	hides.	Ajow yon.	Pounds.	seed.	brown.	Pounds.	Number.	Tons.	Pounds.	meas.
	Pounds.	Pounds.	Pounds.	Number.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Number.	Tons.	Pounds.	Pounds.
Great Britain and colonies.....	998, 620	172, 651	45, 547	4, 294	.....	.....	.....	.....	.....	.....	14½	18	68
France and colonies.....	391, 354	155, 355	141, 635	.....	100	.....	.....	.....	.....	1, 200	7	.....	.....
Spain and colonies.....	110, 000	81, 049	382, 698	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denmark and colonies.....	.....	.....	7, 700	.....	.....	.....	142	100	.....	.....	.....	.....	.....
Total.....	799, 974	409, 055	577, 580	4, 294	100	.....	142	100	25	1, 200	21½	18	68

The rate of exchange during the month of July was as follows: On London \$6 50 the pound sterling, at ninety days' sight; on Paris 3.85 to 3.90 francs the dollar, at ninety days' sight; on Hamburg 33 to 34 shillings banco the dollar, at ninety days' sight.

The rate of exchange during the month of October was as follows: On London \$6 60 the pound sterling, at ninety days' sight; on Paris 3.95 francs the dollar, at ninety days' sight; on Hamburg 33 shillings banco, at ninety days' sight.

Comparative statement showing the prices current of Venezuelan produce exported from the port of La Guayra during the months of July and October, 1868.

Produce.	Prices during month of July.	Prices during month of October.
Cotton .....per quintal..	\$22 00 to 24 00	\$17 00 to 17 25
Cocoa, Sotovento.....per fanega..	34 00 to 36 00	40 00 to 46 00
Cocoa, Rio Chico .....per fanega..	30 00 to 34 00	30 00 to 34 00
Cocoa, Carupano.....per fanega..	22 00	22 00
Indigo, flor., Barinas.....per pound..	1 06	1 06
Coffee, washed, Caracas.....per quintal..	15 00 to 17 00	13 50
Coffee, unwashed, Caracas.....per quintal..	13 50 to 15 00	11 00 to 11 50
Coffee, common, Caracas.....per quintal..	11 00 to 13 00	10 00 to 10 50
Hides, ox, salted.....per quintal..	6 50	10 00
Hides, sweet, folded.....per quintal..	13 00 to 13 50	15 00 to 15 50
Hides, sweet, washed.....per quintal..	15 50 to 16 00	17 00
Deer-skins.....per quintal..	40 00 to 43 00	34 00 to 37 00
Fustic of the coast.....per ton of 2,000 pounds..	20 00	20 00
Lignumvitæ.....per ton of 2,000 pounds..	15 00 to 16 00	15 00 to 16 00
Dyewood.....per ton of 2,000 pounds..	18 00 to 25 00	None.
Sugar, muscovado or brown.....per quintal..	5 00 to 6 00	None.
Coffee, Tirage.....per quintal..	None.....	None.

The following are the prices current of Venezuelan produce exported from the port of La Guayra during December, 1867: Cotton, per quintal, \$14 to \$15; indigo of Barinas, per pound, 90 cents to \$1; cocoa of Sotovento, per fanega of one hundred pounds, \$38 to \$40; cocoa of Rio Chico, per fanega of one hundred pounds, \$20 to \$25; cocoa of Carupano, per fanega of one hundred pounds, \$14 to \$15; coffee, washed, Caracas, per quintal, \$14 to \$15; coffee, unwashed, Caracas, per quintal, \$10 to \$12; hides, ox, salted, per quintal, \$8 to \$10; hides, sweet, folded, per quintal, \$10 to \$12; hides, washed, per quintal, \$14 to \$15; deer-skins, per quintal, \$33 to \$35; fustic of the coast, per ton of two thousand pounds, \$15 to \$18; lignumvitæ, per ton of two thousand pounds, \$10 to \$15; dyewood, per ton of two thousand pounds, \$18 to \$25.

Exchange on London, \$6 50 the pound sterling, at ninety days' sight; on Paris, 3.90 francs the dollar, at ninety days' sight; on Hamburg, 33 skillings the dollar, at ninety days' sight.



Showing the United States and foreign shipping and value of trade at La Guayra for the month of October, 1867.

IMPORTATION.

Nationality.	No of vessels.	Tonnage.	Value of cargoes.	Duties.
.....	4	1,492.84	\$108,522 10	\$52,466 17
and colonies .....	5	2,624	89,744 10	49,830 60
.....	2	294	40,604 28	12,660 40
colonies .....	2	584	60,860 14	28,210 45
onies .....	2	489	34,114 06	17,148 60
colonies .....	4	196	4,316 50	2,910 00
1 colonies .....	2	176	1,892 45	385 66
.....	21	5,855.84	340,053 63	162,611 52

EXPORTATION.\*

Nationality.	No. of vessels.	Tonnage.	Coffee.	Cotton.	Cocoa.	Indigo.	Hides.	Value of cargoes.
.....	4	<i>Lbs.</i> 1,492.84	<i>Lbs.</i> 65,570	<i>Lbs.</i> .....	<i>Lbs.</i> 48,620	<i>Lbs.</i> .....	<i>No.</i> 1,963	\$92,999 24
and colonies .....	3	1,746	56,500	18,020	.....	.....	.....	18,466 16
.....	1	276	56,920	51,130	28,315	.....	213	46,904 35
.....	1	217	63,297	25,000	1,615	400	.....	31,630 16
colonies .....	2	513	109,650	.....	.....	1,620	2,963	30,338 00
lonies .....	1	288	.....	.....	216,753	.....	.....	65,918 00
colonies .....	4	289	.....	16,544	40,140	.....	.....	25,407 15
1 colonies .....	2	386	166	27,540	.....	.....	.....	14,216 54
.....	18	5,207.84	352,103	138,234	355,443	2,023	5,139	325,879 60

ent includes 22,586 deer-skins, 1,538 pounds of hide cuttings, 1 box of artificial flowers, 50 dozen of bitters, 1,000 pounds of bran, and \$40,134 30 in specie.

Showing the United States and foreign shipping and value of trade at La Guayra for the month of November, 1867.

IMPORTATION.

Nationality.	No. of vessels.	Tonnage.	Value of cargoes.	Duties.
.....	2	557	\$67,634 00	\$32,680 15
and colonies .....	2	584	18,022 00	8,394 10
.....	3	615	90,531 50	37,188 25
.....	1	215	38,260 00	18,417 16
colonies .....	1	324	28,240 75	13,910 65
lonies .....	2	565	26,134 00	11,681 00
colonies .....	1	136	27,480 10	13,073 62
1 colonies .....	3	498	36,717 82	16,018 96
.....	15	3,494	333,020 17	151,363 89

EXPORTATION.\*

Nationality.	No. of vessels.	Tonnage.	Coffee.	Cotton.	Cocoa.	Indigo.	Hides.	Deer-skins.	Value of car-goes.
			Lbs.	Lbs.	Lbs.	Lbs.	No.	No.	
United States.....	2	557	10,340	.....	18,700	.....	1,199	654	\$38,230 82
Great Britain and colonies...	3	1,892	19,034	57,740	110,026	1,600	.....	4,713	72,416 15
Hamburg.....	2	464	64,180	14,286	59,304	4,600	.....	4,110	82,616 10
Bremen.....	1	215	12,120	.....	.....	.....	.....	1,630	3,294 00
France and colonies.....	1	290	112,750	.....	45,865	.....	1,930	.....	35,266 15
Spain and colonies.....	2	410	1,200	.....	273,400	1,400	180	.....	85,364 60
Holland and colonies.....	1	136	.....	24,320	60,166	.....	.....	2,600	31,416 00
Denmark and colonies.....	3	489	240	31,400	.....	.....	.....	.....	14,257 05
Total.....	15	4,453	319,864	127,749	567,161	3,600	3,309	3,707	362,860 87

\* This amount includes 6,501 pounds of corn, 8,600 ox horns, 33 tons of fustic, and \$20,928 88 in specie.

Statement showing the United States and foreign shipping and value of trade at La Guayra in December, 1867.

IMPORTATION.

Nationality.	No. of vessels.	Tonnage.	Value of cargoes.	Duties.
United States.....	2	570	\$60,222 00	\$27,365 15
Great Britain and colonies.....	3	1,345	179,920 50	98,826 26
Hamburg.....	2	433	37,500 00	14,822 10
Bremen.....	.....	.....	.....	.....
France and colonies.....	4	1,213	69,210 18	35,236 00
Spain and colonies.....	1	168	.....	.....
Holland and colonies.....	2	93	.....	.....
Denmark and colonies.....	3	123	132,007 00	62,146 53
Total.....	17	4,245	478,859 68	238,386 04

EXPORTATION.

Nationality.	No. of vessels.	Tonnage.	Coffee.	Cotton.	Cocoa.	Indigo.	Hides.	Deer-skins.	Value of car-goes.
			Lbs.	Lbs.	Lbs.	Lbs.	No.	No.	
United States.....	2	570	.....	.....	.....	.....	.....	.....	.....
Great Britain and colonies...	4	1,646	279,960	60,644	52,843	1,900	.....	1,320	\$101,522 13
Hamburg.....	2	471	118,470	50,213	19,666	388	.....	913	66,629 45
Bremen.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France and colonies.....	1	291	217,111	.....	32,722	1,410	360	.....	48,360 00
Spain and colonies.....	1	272	.....	.....	116,380	.....	.....	.....	36,840 42
Holland and colonies.....	1	73	.....	.....	.....	.....	.....	.....	.....
Denmark and colonies.....	3	428	.....	.....	1,842	.....	.....	.....	674 15
Total.....	14	3,751	.....	.....	.....	.....	.....	.....	.....

The following is a description of imports concluded from dispatches :  
*France.*—The articles brought from France are: Perfumery, trinkets, liquors, wines, oils, stationery, silks, hats, caps, shoes, composition candles, ladies' bonnets, brushes, lead, floor carpet, flour, provisions; and from Martinique: Jewelry, toys, masks, ordinary earthenware, fire-crackers, and other trifling articles, preserved fruit, &c.

**Denmark and St. Thomas.**—The articles brought from St. Thomas are, principally, British manufactures, osnaburgs, French wines and brandy, iron, hardware, coal, iron, butter, cheese, fancy dry goods, and German linen goods.

**Spain and colonies.**—The articles are: Wines, brandy, vinegar, preserved fruits, garlic, nuts, oil, leeches, some silk, paper, Spanish cards, parasols, lace, crockeryware, kitchen furniture, chestnuts, mirrors, books, leather, and fancy dry goods.

**Holland and Curaçoa.**—The traffic with Holland is very insignificant. The articles brought from Curaçoa consist of the mixed productions of all countries, principally British, German, and Holland.

**Italy.**—The articles are: Wines, sweet oils, perfumery, silk hats, almonds, figs, nuts, jewelry, shoes, masks, ladies' bonnets, vermicelli, macaroni, spirits, porcelain, sardines, marble slabs, colored glass, paper, composition candles, and sundry fancy dry goods.

*General review of the trade of La Guayra for the year ended September 30, 1868.*

#### IMPORTS.

The gross value of imports in two hundred and six vessels of forty-nine thousand six hundred and forty-four tons measurement, from foreign countries, amounts to \$3,866,445 15, showing a decrease of \$1,084,110 60 compared with the importations of 1861, which is attributable to the late revolution and discouraging legislation. There is a decrease in the shipping of eighteen hundred and seventy-four tons, owing to the substitution of a schooner for the semi-monthly St. Thomas packet, which was disabled by the late hurricane in the West Indies. The amount of duty is \$1,800,713, being also a decrease of \$78,251 33 compared with last year. The value of imports from the United States (in twenty-nine United States vessels of 8,038.73 tons burden) amounts to \$633,879 43, showing a decrease of \$41,341 32. This may have arisen from the lower price of petroleum, which, next to flour, is now the principal article of import. The imports are as follows: Thirty-six thousand and four barrels of flour, fifty-four thousand eight hundred and ninety-three gallons of kerosene and petroleum; also wheat, barley, rye flour, corn meal, biscuit, hams, Manilla rope, oakum, varnish, paints and oils, ale, beer, cider, raisins, sperm candles, cotton shirting, madapollams, checks, butter, tallow, soap, tallow, beans, pease, cheese, codfish, oysters, patent medicines, cinnamon, cloves, nutmegs, black pepper, shoes, hats, brooms, furniture, hops, resin, tar, spirits turpentine, hair sieves, chewing tobacco, leeches, crinolines, plows, carriages, carts, wheelbarrows, cotton-gins, candle-wicks, salted beef and pork, cumin seeds, books, staves, lumber, boards, apples, potatoes, onions, rice, mackerel, pickles, sarsaparilla, soda, hair tonic, magnolia and Florida water, steam-engines and machinery, coal, cigarettes, stationery, iron bars, sheet iron, fire-crackers, acid, casia, matting, drills, tapes, thread, and braces, hosiery, twilled, plain, unbleached domestics; also coffee and cocoa bagging, canvas, bunting, carpeting, sewing-machines, hardware, such as pots, hoes, nails, mill forks, sugar boilers, stills, sheet lead, copper sheathing and nails, tin in sheets, tinware, revolvers, anchors, lamps, chandeliers, bells, scales, greens, types, and maps. Of the shipping there is a slight increase of 593.98 tons.

From Great Britain and colonies there was imported (in twenty vessels of 12,152 tons measurement) merchandise to the value of \$1,285,470,

showing a decrease of \$130,389 35, but a small increase in the shipping of 657 tons. The principal imports were printed calicoes, muslins, handkerchiefs, madapollams, shirting, platillas, britannias, long cloth, blankets, bed-quilts, table-cloths, damask salampores, laces, parasols, linen, ladies' broadcloth and cassimeres, baiss, cotton goods, ironmongery and cutlery, ink-powders, cut-glass, and white handled long knives, scissors, crates with china and crockery wares, powder in kegs and flasks, fowling-pieces, pistols, blunderbusses, spars, fish-hooks, porter and ale, beaver hats, silk parasols, ribbons, thread and braces, ship blocks, &c.

The value of imports from the North German Confederation (in eighteen vessels of 4,278 tons burden,) amounts to \$552,815 54, showing a considerable increase of \$460,105 56. This trade has increased in importance, since the shipping also shows an increase of 2,888 over that of 1867. The principal articles imported were bricks, lime, cordage, gin, beer, brandy, empty demijohns, butter, hams, potatoes, sausages, linen, platillas, creas, checks, drills, stockings, socks, stationery, corks, and British manufactures, which it appears are sent from Hull to Hamburg, and there sent to La Guayra at much less expense than if embarked at Liverpool.

From France there arrived seventeen vessels of 5,120 tons during the year, with perfumery, ladies' bonnets, silk hats, wines, liquors, oil, paints, stationery, fruit preserves, jewelry, trinkets, toys, masks, and other trifling articles; and from her colonies, (Martinique,) seven vessels, 1,446 tons, with shipments of perfumery, shoes and boots, silk, coarse earthenware, coins, liquors, and composition candles, altogether to the value of \$445,498 88, a total increase of \$78,827 67, and in the shipping of 492.

The value of imports from Spain and her colonies (in fifteen vessels of 3,315 tons) amounted to \$142,601 35, consisting of wines, liquors, vinegar, preserved fruits, garlic, nuts, oil, leeches, fire-crackers, paper, crockeryware, some silks and fancy dry goods; a decrease of \$44,412 27, and in the shipping of 591 tons.

The direct trade with the island of Curaçoa is far more important than the traffic with Holland, which is very insignificant. The value of imports (made in twenty-eight vessels of 3,348 tons) amounts to \$108,440, a decrease of \$9,213 84, with, however, an increase on the shipping of 762 tons. The articles imported from Curaçoa consist of the productions of all countries, principally of Great Britain and Germany.

There have been no arrivals direct from Denmark, and the value of imports from St. Thomas (in twenty-five vessels, mostly under British colors, of 1,736 tons) is \$201,470 16, an increase of \$45,293 91, but 1,247 tons decrease in the shipping. The articles of St. Thomas are principally of British manufacture, osnaburgs, French wines, liquors, German linen goods, &c.

The trade with Italy this year is not worthy of notice, for only three vessels of 784 tons burden were engaged in it; while the shipments of previous year in six vessels amounted to \$136,733 85, this year they only show the amount of \$86,450 25, consequently a decrease of \$78,283 60, and in the shipping 553 tons. These imports consist principally of wines, oil, macaroni, vermicelli, perfumery, silk hats, figs, almonds, jewelry, shoes, masks, ladies' bonnets, adamantine candles, marble, straw hats, olives, raisins, toys, silks, and fancy articles.

The imports from St. Domingo (in four vessels of 443 tons) amount in value to only \$26,466 10, though an increase of \$10,365 43 with nearly the same tonnage in the shipping. The articles imported consist of the productions of various countries, but principally in wines, liquors, and

**Ca.** The trade with Mexico is of little consequence, for only one vessel of two hundred and sixty-eight tons burden arrived from that country in 1868.

The value of imports into Venezuela (in eighteen national vessels of 266 tons) from foreign countries amounts to \$93,088 27, an increase of 15,078 09, with 353 tons more in the shipping. The coasting trade of this republic amounts to \$1,345,800 25 in value, being a decrease of 126,889 89.

#### EXPORTS.

The gross value of exports (in 203 vessels of 52,427 tons) for the year amounts to \$4,574,176 04, showing a decrease of \$504,180 74 as compared with the exportations of the year 1867, which may be attributed to the loss of crops by the revolution, and the fact that a great number of hands were taken from productive labor and pressed into military service. In shipping there is no decrease; on the contrary, an increase of 540 tons. The duty on exports amounts to \$735,458 72.

The value of exports to the United States (in 28 vessels of 7,726.73 tons measurement) amounts to \$579,762 86, an increase of \$45,553 75, but in the shipping a decrease of 312 tons. The exports were coffee to the amount of 2,779,070 pounds; cotton, 4,400 pounds; cocoa, 312,854 pounds; indigo, 11,554 pounds; hides, 7,708; deer-skins, 27,962; also bran, hide-cuttings, chocolate, sweetmeats, leather, palm-oil, plants, seeds, sulphur, iron samples, brown sugar, goat-skins, stuffed birds, artificial flowers. There have been exported to the United States \$206,450 45 in American gold.

The value of exports to Great Britain (in 21 vessels of 11,764 tons measurement) amounts to \$488,410 47, a decrease of \$268,394 53, but an increase in the shipping of 1,394 tons. These exports consisted of coffee, cotton, deer-skins, lignumvitæ, divi-divi, and dyewoods, cabadilla, chocolate, starch, tiger and snake skins, and preserves.

The value of exports to the North German Confederation (in 23 vessels of 4,976 tons measurement) amounts to \$932,905 24, a decrease of \$163,403 86, with 920 tons less in the shipping. When the tobacco crop is affected the trade with Germany suffers. The exports were coffee, cocoa, tobacco, cotton, indigo, hides, deer-skins, tiger-skins, fustic, horns, wool, chocolate, sarsaparilla, cabadilla, cimaruba, cocoanuts, bocadilla, sulphur, and stuffed birds.

The exports to France and colonies (in 32 vessels of 10,353 tons measurement) amounts to \$1,076,371 58, an increase of \$328,788 20, with 1,760 tons more of shipping. These exports consist of coffee, cotton, cocoa, medical roots, indigo, hides, deer and tiger skins, snake-skins, starch, bran, and preserves.

The value of exports to Spain and her colonies (in 21 vessels of 4,251 tons) amounts to \$820,320 75, exceeding the previous year by \$209,821 72, and 525 tons more in the shipping. The exports were coffee, cotton, cocoa, indigo, hides, fustic, leather, and hats.

The value of exports to Amsterdam and Curaçoa (in 28 vessels of 2,541 tons) amounts to \$94,881 87, a decrease of \$40,451 13, but an increase of 255 tons in the shipping. The exports were coffee, chocolate, dyewood, wool, cocoa, raisins, starch, cocoanuts, hides, bran, fustic, hats, and tiger-skins.

The value of exports to Altona and St. Thomas (in 18 vessels of 4,618 tons) amounts to \$241,116 45, a decrease of \$27,910, with nearly the same tonnage as that of 1867. The exports consisted of coffee, cocoa,



fustic, sugar, sole-leather, lignumvitæ, divi-divi, and dyewood, skins, wool, chocolate, and cocoa-nuts.

The exports to Austria (in only one vessel of 246 tons) amounted to \$31,470 65, and consisted of coffee, dyewood, leather, chocolate, &c.

The value of exports to Italy (in three vessels of 866 tons) was \$78,222 75, being \$43,198 40, with 280 tons less than in 1867. The exports consisted of coffee, cocoa, indigo, chocolate, dyewood, hammocks, and preserves.

The exports to the island of St. Domingo (in four Venezuelan vessels of 443 tons) were in value \$15,328 15, which exceeded the previous year by \$4,710, and consisted of coffee, cocoa, indigo, wool, starch, and chocolate.

The gross value of exports (in ten Venezuelan vessels of 1,416 tons) was \$58,117 25, nearly the same as in 1867. The productions of this country, shipped in national vessels to various ports, consisted of coffee, cocoa, cotton, indigo, hides, deer, tiger, and goat skins, wool, starch, fustic, and lignumvitæ.

#### GENERAL INFORMATION.

The statement of trade between the United States of America and this port exhibits a decrease of imports, arising, in my opinion, from a lesser demand and consumption of the principal American staples—flour, kerosene, and refined petroleum, &c.—but shows a slight increase of exports, notwithstanding many vessels having been dispatched this year in ballast or with small cargoes. In addition to this, but little American gold was received in shipments from the United States, in consequence of the still pending derangement of commerce between the two countries. There has, however, been exported to the United States during the current year, \$206,450 45 in American gold. During this period 29 vessels, of the aggregate tonnage of 8,038 tons, have arrived from the United States. Total value of imports for the year ended September 30, 1868, \$633,879 43. Total value of exports, \$579,761 86.

Total number of arrivals during the year ended September 30, 1867, was 30, of the aggregate tonnage of 10,632 tons. Total value of exports, \$554,208 11. Nearly all the shipments to and from the United States for the past year have been made under foreign flags, (only three exceptions,) although the cargoes were owned by American parties. The import duties still remain the same as designated in my previous report.

By virtue of the authorization conceded by the third article of the law of May 25, 1867, and in conformity with article two of the same law on export, the provisional executive of Venezuela decreed, on October 7, 1868, that the price tariff on articles of export on whose value four per cent. shall be collected, and which will rule in all the custom-houses of this republic from the day of its receipt, is as follows :

Articles.	Value.	Duty specified.
Cotton.....	\$15 per quintal of 100 pounds.....	\$0 60
Starch.....	\$4 per quintal of 100 pounds.....	16
Indigo.....	62½ cents per pound.....	02½
Oil of copaiva or cobiusba.....	75 cents per pound.....	03
Cocoanut oil.....	\$15, cargo of 80 bottles.....	60
Oil of sassafras.....	75 cents per pound.....	03
Horns.....	\$2 per hundred.....	08
Asses.....	\$15 each.....	60
Horses and mares.....	\$15 each.....	2 00
Cacao.....	\$15 per quintal.....	60



Articles.	Value.	Duty specified.
.....	\$10 per quintal .....	\$0 40
.....	\$4 per quintal.....	16
.....	\$2 per hundred .....	08
.....	\$2 50 each.....	10
.....	\$25 per quintal .....	1 00
.....	\$5 each.....	20
mals.....	\$25 per quintal .....	1 00
.....	75 cents .....	03
m.....	.....	4 p'r cent.
.....	\$1 per quintal .....	04
.....	\$15 each.....	2 00
.....	\$12 50 per ton .....	50
.....	\$10 per ton .....	40
.....	\$12 50 per ton .....	50
.....	\$25 per quintal .....	1 00
straw) hats.....	\$12 50 per dozen.....	50
.....	\$2 50 per side.....	10
.....	\$20 each.....	80
.....	\$10 per quintal .....	40
her medical substances.....	\$25 per quintal .....	1 00
.....	\$1 per pound .....	20
.....	\$1 per pound .....	04
.....	\$10 per quintal .....	40

not specified in the above pay four per cent. *ad valorem*.  
e of those articles not specified in the present tariff, with the  
f the products of cane, which are declared free per decree of  
, will be arranged between the respective collectors and the  
order to fix the duty of four per cent. on said value ; and in  
greement it will be decided by a third person, who shall be  
rist or a merchant, and no exporter ; this third person being  
he collector.

ase or decrease of the import and export trade at this port  
nds on the political state of the country, as every change of  
brings with it some serious alteration in the fiscal laws, and  
disturbed condition of the whole republic will likely produce  
ive changes that any observations as to the future would be  
3.

ie past year there was no security for persons or property,  
cultural labor was suspended, as all the effective population  
rms, either for the government or against it; and such has  
se for years past, with a desolating anti-social war, of which  
ible to say how and when it will end ; for while revolts are  
in one quarter, dissatisfaction manifests itself in another.

handise on hand may be valued at about \$8,000,000. In con-  
the high duties on imports the contraband trade between  
idies and Venezuela is very active, but it is impossible to  
s extent or value.

ige rate of freight on imports from the United States are  
Spanish dollar the barrel, or twenty cents United States cur-  
bic foot; and exports per bag coffee, of 110 pounds, forty  
bag cocoa, of 110 pounds, fifty cents ; cotton, per cubic foot,  
cents; hides, each, twenty cents; deer-skins, each one and a  
ith the addition of five per cent. primage. No further addi-  
n made to the articles prohibited from importation, as speci-  
rt of last year, viz., salt, coffee, cocoa, indigo, sugar, honey,  
sses, rum, and all its compounds, except in bottles. The  
y of the country is gold, silver, and copper, but it is all in  
eign coins, with the value of each coin fixed by the govern-  
ezuela has no currency of its own, and no national coinage  
er cents.

The rate of exchange on New York is from \$1 25 to \$1 33 the dollar at sixty days; on London, from \$6 55 to \$6 60 the pound sterling at ninety days; on Paris, 3.85 to 3.95 francs the dollar; on Hamburg, from 33 to 34 shillings banco the dollar, also at ninety days. There exist no privileges of importations nor restrictions either, but a reciprocity according to the terms of treaties between this and foreign countries; and no difference in duties on articles imported, whether in foreign or national vessels. All produce of the country is sold for cash, but foreign merchandise is sold at four to six months, with one per cent. discount, in consideration of cash payments; the discounts are generally uniform. There are no bounties allowed on any articles whatsoever.

The customary charge of commissions for purchasing and shipping produce is two and a half per cent., and on the sale of foreign produce and manufactures five per cent., paid by the parties on whose account the articles are purchased or sold. On an average it is calculated twenty per cent. on the first cost of articles for shipping, to cover general expenses, such as export duty, municipal tax, portorage, commissions, &c.

The few American citizens at this consulate are principally employed in commercial and mechanical pursuits.

Having already made allusion in previous report to the climate, population, minerals, manufactures, agriculture, the facilities of communication with foreign countries, internal improvements, &c., I now beg to offer a few conclusive remarks.

The signs of forthcoming changes for the worst that were visible in the months of October, November, and December, 1857, began to show themselves again this year, in the months of January and February; corruption in the state government insupportable to the inhabitants of all classes. The agriculturists as well as the mercantile body felt the weight of oppression, and hence remonstrance became the password. Civil protests were made, and private advices to the presiding party on sound reason offered, but to no purpose. Depravity had already grounded itself among the Talcon dynasty, and the acquirement of riches from the public treasury was their single aim; so that while honest contracts and engagements for the general benefit were left unattended to, immense sums were lavished on favorites in and out of office. Hopes of amendments being so far prostrated, the doubt so long entertained of consolidated peace began to prove itself by the breaking out of rebellion at various points of the republic.

Force of arms was resorted to by the people in order to bring the general government to its proper senses and cause a wholesome administration, but nought was obtained thereby; unlawful contributions were augmented until the whole country became disaffected and a formal revolution developed itself throughout the republic, with General José Tadéo Monagas at its head. This was foreseen by President Falcon, who, without endeavoring to remedy his faults, abandoned the capitol in the month of May last for the Dutch island of Curaçao, touching at Coro, his native State, and leaving the presidency in charge of General Manuel E. Bruzual, an honest and brave young man, who, after being compromised to stand by Falcon, suffered himself to be sacrificed at Puerto Cabello, where he received, in the defense of that town against the revolutionary party, from the 2d to the 28th August, several wounds, of which he died at Caracas on the 29th of the same month. The city of Caracas was attacked on the 15th day of June by the revolutionary party, and taken on the 21st following. On the next morning General Bruzual embarked at this port for Puerto Cabello with a few followers, and there made a new stand.

Puerto Cabello was in turn attacked on the 2d of August, and fell into the hands of the revolutionists on the 28th day of the same month; after which the reorganization of the government commenced, and to the present all seems to be going on well.

Casualties at the taking of Caracas are said to have been six hundred killed and nine hundred wounded, of which some five hundred have since died; at Puerto Cabello, eight hundred killed and wounded.

It is a general rule that, where civil war exists, the country suffers, and so has this one in the most conspicuous way. Coffee, cocoa, and cane plantations that flourished fifteen years ago are literally turned out for want of manual labor; laborers are few, too few, for the quantity of fine lands, and these few are made fewer still by the continual civil wars. No planter is sure of his crops at any time, as at the verge, when he is indulging the hope of reaping a fine crop, a new revolution springs up, his laborers are taken from him to serve as soldiers, and the crops are left to rot on the ground. This so often occurs that the planter becomes disgusted and abandons his fields altogether; cotton and tobacco stand a better chance, as women are generally employed in the cultivation, packing, and storing, and these are not required for warfare. The savannas or plains participate also in the evils of the constant civil wars, as the contending parties under arms devour the cattle bred in these districts, and the hides are thrown away to rot.

Produce of every kind has been in consequence so limited that dealers have preferred other markets; this accounts for the slender arrivals at this port of vessels within late years, and even of the few that do come not all obtain full cargoes. The resident merchants (foreigners) have all decreased their importation and exportation, and many left altogether during the last nine months.

*Comparative statement showing the value of the United States trade at the port of La Guayra for the years 1867 and 1868, ended September 30.*

Quarter ended—	No. of vessels.	Tonnage.	Value of imports.	Value of exports.
December 31, 1866 .....	10	3,813.28	\$257,332 50	\$150,590 07
March 31, 1867 .....	8	3,531.43	133,906 00	133,436 77
June 30, 1867 .....	7	1,858.00	171,470 60	134,549 92
September 30, 1867 .....	5	1,430.00	112,511 55	115,631 35
Total, 1867.....	30	10,632.71	675,220 65	554,208 11
December 31, 1867 .....	8	2,619.84	\$236,379 05	\$161,926 06
March 31, 1868 .....	6	1,708.36	86,543 19	50,349 52
June 30, 1868 .....	10	2,372.53	213,028 79	263,613 84
September 30, 1868.....	5	1,338.00	97,928 40	103,872 44
Total, 1868.....	29	8,038.73	633,879 43	579,761 86

Table showing the total amount of shipping and value of trade at the port of La Guayra for the year ended September 30, 1868.

Nations.	Vessels.	Tonnage.	Value of im-ports.	Value of ex-ports.
United States .....	29	8, 038. 73	\$633, 879 40	\$579, 761 86
Great Britain and colonies .....	20	12, 152. 00	1, 285, 475 00	788, 410 27
North German Confederation .....	18	4, 278. 00	532, 815 54	832, 505 24
France and colonies .....	24	6, 566. 00	645, 498 88	1, 071, 371 58
Spain and colonies .....	15	3, 315. 00	240, 901 55	820, 320 75
Holland and Curaçao .....	28	3, 348. 00	138, 440 00	94, 884 87
Denmark and St. Thomas .....	25	4, 736. 00	201, 430 16	161, 116 47
Italy .....	3	784. 00	68, 450 25	78, 222 75
Austria .....	1	246. 00	.....	31, 470 65
Mexico .....	1	268. 00	.....	42, 666 20
Hayti and St. Domingo .....	4	443. 00	26, 466 10	15, 328 15
Venezuela .....	18	4, 226. 00	93, 068 27	58, 117 25
Total .....	186	48, 400. 73	3, 866, 445 15	4, 574, 176 04

Gross statement of exportation at the port of La Guayra for the year ended September 30, 1868.

Destination.	Coffee.	Cotton.	Cocoa.	Indigo.	Hides.	Deer-skins.
	Lbs.	Lbs.	Lbs.	Lbs.	No.	No.
United States .....	2, 779, 070	4, 400	312, 834	11, 534	7, 708	27, 968
North German Confederation .....	18, 405, 996	757, 908	254, 118	21, 576	4, 588	11, 251
Great Britain and colonies .....	756, 801	945, 430	.....	.....	1, 466	3, 690
France and colonies .....	2, 463, 510	456, 116	1, 073, 100	28, 615	5, 844	2, 866
Spain and colonies .....	707, 422	318, 008	3, 104, 992	8, 946	4, 777	.....
Denmark and colonies .....	217, 424	.....	33, 081	.....	.....	.....
Holland and colonies .....	77, 000	1, 820	.....	.....	.....	.....
Austria .....	325, 785	.....	.....	.....	.....	.....
Italy .....	146, 250	7, 449	18, 110	.....	.....	.....
Hayti and St. Domingo .....	20, 290	880	2, 216	650	.....	.....
Mexico* .....	.....	.....	186, 445	.....	.....	.....
Total .....	25, 899, 558	1, 792, 011	4, 984, 896	71, 321	24, 383	45, 769

\* In three shipments, one direct, and two via Martinique per French steam packet.

Of sundries there were exported: Hide cuttings, bran, chocolate, sweet-meats, leather, plants, sulphur, iron, samples, brown sugar, goat, tiger, and snake skins, tobacco, celadilla, sarsaparilla, cimaruba, fustic, lignumvitæ, starch, hats, hammocks, dyewoods, artificial flowers, stuffed birds, specie, &c.

PUERTO CABELLO.—A. LACOMBE, Consul.

DECEMBER 31, 1867.

Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.

United States gold coins, \$1,000 .....	\$1, 343 75
Coffee, 59,870 pounds .....	9, 143 46
Cocoa and cocoanuts, 5,060 pounds and 5,000 cocoanuts .....	679 59
Indigo, 2,660 pounds .....	2, 995 17
Indian corn starch, fustic, coffee, indigo, hides, and cocoanuts; 1,416,112 pounds, 12,000, 11 boxes, and 67½ tons .....	211, 898 14
Total for quarter ended December 31, 1867 .....	226, 060 11
Total for quarter ended March 31, 1868 .....	192, 517 76
Total for quarter ended June 30, 1868 .....	222, 569 77
Total for quarter ended September 30, 1868 .....	106, 818 48
Grand total .....	747, 966 12

The amounts given are in Venezuelan currency.

The following are the total importations at Puerto Cabello from the United States from January 1 to December 31, 1868: 12 barrels tar; boxes oil almonds; 14 casks palma oil; 381 boxes smoked herring; 5 dozen bottles Florida water; 3 barrels spirits turpentine; 220 boxes fish; 1 pump for watering; 14 barrels pitch tar; 51 barrels barley; 1 dozen sieves; 250 sacks cinnamon, common; 30 barrels iron nails; 5 boxes iron tacks; 6 boxes copper tacks; 10 barrels onions; 2½ dozen wheelbarrows; 951 barrels salt beef; 2 barrels copal varnish; 1 carriage; 1 bale domestic crude cotton cloth; 28 bales oakum; 165 dozen brooms; 1,000 labels for soap boxes; 3 iron boilers; 165 tins soda biscuit; 15 dozen axes; 6,775 barrels wheat flour; 145 barrels rye flour; 27 boxes corn meal; 2 barrels potato flour; 3,700 boxes soap; 30 casks hams; 8 boxes agricultural instruments; 996 boxes kerosene; 18 blank books; boxes printed books; 6 bales lupulus; 10 pieces sail-cloth; 2 dozen and lanterns; 150 boxes hog's lard; 250 kegs hog's lard; 203 packages tape; 3 packages printing utensils; 36,000 pounds butter; 9 sewing machines; 10 barrels pickled fish; 108 boxes medicines of all sorts; 2 dozen rocking chairs; 1 coffee mill; 25 bales gunny cloth; 20 doubloons, and 20,062 dollars gold coin; 8 boxes oysters; 160 barrels potatoes; 1 barrels resin; 10 bags pimento; 10 bags black pepper; 2 boxes olive oil; 20 boxes cheese; 3 pair scales; 1 package lampwick; 1 sofa; 1 boxes, 1 cask, and 10 barrels sal soda; 44 dozen straw hats; 2 dozen cloth hats; 27 dozen wooden chairs; 47 dozen straw chairs; 16,500 envelopes for letters; 11 tubs leeches; 92,380 pounds tallow; 26½ dozen wooden tubs; 50 dozen large wooden tubs; 100 dozen glass lamp tubes; 1065 packages cut boards for arming soap boxes; 86,360 feet pine boards; 3 packages Virginia tobacco; 2 hogsheads leaf tobacco; 2,000 pounds Havana tobacco in leaf; 219 boxes manufactured tobacco; 64 boxes re-crackers; 3 boxes carpenter tools; 466 boxes tallow candles; 4 barrels and 1 keg liquid poison for ox hides.

Statement showing the nationality, number, and tonnage of vessels, and the description and value of the imports and exports, from and to Puerto Cabello during the quarter ended December 31, 1867.

IMPORTATION.

No. of vessels.	Nationality.	Tonnage.	Where from.	Description.	Value entered.	Duties paid.
8	1 American, 6 English, 1 Venezuelan.	2,441	United States...	Flour, assorted provisions, lumber, kerosene oil, soap, candles, resin, rope, machines...	\$71,718 53	\$23,923 34
7	French, 1 English	2,505	France.....	Flour, wine, oil, composition candles, dried and preserved fruits, fancy goods, drugs...	58,867 35	27,113 18
5	3 English, 1 Dutch, 1 Russian	3,720	England .....	Dry goods, hardware, crockery, machinery, ale, porter, brandy, iron, lead, &c.	220,930 73	105,733 99
3	9 Prussian, 1 Hamburg	830	Hamburg .....	Dry goods, hardware, ale, drugs, provisions, straw paper, furniture, candles, &c.	50,083 30	21,523 23
2	1 Spanish, 1 Danish	316	Spain .....	Wine, oil, pickles, alcohol, verniceoil, dried fruits, nuts, garlic, paper, &c.	24,067 00	13,543 63
3	2 English, 1 Dutch	450	St. Thomas....	Gold coins, dry goods, and some trifling provisions, French and American	22,167 44	1,210 33
2	Both Venezuelan	36	Curacao .....	Straw hats, cheese, butter, and American provisions	1,040 50	265 65
31		10,296			449,213 85	193,383 38

EXPORTATION.

No. of vessels.	Nationality.	Tonnage.	Where bound.	Colfee.	Cotton.	Cocoa.	Hides.	Indigo.	Vine sticks.	Wine bottles.	Asper.	Furth.	Planta.	Cocaine.	Deer-skins.	Horns.	Lignumv.	Hide cuttings.	Indian corn.	Sole leather.	Sea shells.	Artificial flow-ers.	Cotton seeds.	United States gold.	Returns goods, damaged.	Value, includ-ing export du-ties and ship-ping charges.
8	1 Amer., 6 Eng., 1 Venezuelan	2,441	United States	1,075,975	Lbs.	Lbs.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
6	All French	1,800	France	385,434	148,956	43,798	10,280	10,280	1,560	1	2	39	4	17,000	1,908	424	424	122,542	122,542	18	500	1	169	1,343 75	11	236,060 11
2	Both Spanish	293	Spain	27,100	168	071	250	2,300	25	12	12	12	12	1,025	2,908	5	5	5	5	18	500	1	169	1,343 75	11	103,173 38
1	Venezuelan	418	Hamburg	121,894	43,955	2,700	583	2,300	25	12	12	12	12	1,025	2,908	5	5	5	5	18	500	1	169	1,343 75	11	30,956 78
1	Dutch	90	St. Thomas	121,894	43,955	2,700	583	2,300	25	12	12	12	12	1,025	2,908	5	5	5	5	18	500	1	169	1,343 75	11	32,314 13
12		5,141		1,606,427	360,983	51,778	10,803	65,860	25	1	2	1424	4	18,025	5,737	6,000	474	24	122,542	16	500	1	169	1,343 75	11	322 72
				1,606,427	360,983	51,778	10,803	65,860	25	1	2	1424	4	18,025	5,737	6,000	474	24	122,542	16	500	1	169	1,343 75	11	389,442 12

\* Venezuelan dollars, equal 74.42 cents United States silver currency.



No.	Nationality.	Venezuelan tonnage.	Where bound.	Cotton.	Coffee.	Cocoa.	Indigo.	Indian corn.	Cocconuts.	Hides.	Deer-skins.	Bark.	Lignumvite.	Vine sticks.	Old copper.	Tobacco.	Gen shells.	Horns.	Bitters.	Chocolate.	Resin.	Black wood.	Plants.	Brain.	Timber.	Govt skins.	Value, includ- ing export du- ties and ship- ping expenses.
7	All French	1,548	United States	2,337	France	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	1 Venezuelan, 5 English	3,279	France	1,529	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	1 English, 2 Dutch	.....	.....	325	St. Thomas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Spanish	.....	.....	171	Spain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Dutch	.....	.....	145	Holland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	3 Hamburg, 3 Prussian, 2 Danish	.....	.....	2,123	Hamburg	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Both English	.....	.....	2,107	England	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Italian	.....	.....	191	Italy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Both Dutch	.....	.....	36	Curacao	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31				9,033																							

EXPORTATION.

No. of vessels.	Nationality.	Venezuelan tonnage.	Where bound.	Cotton.	Coffee.	Cocoa.	Indigo.	Indian corn.	Cocconuts.	Hides.	Deer-skins.	Bark.	Lignumvite.	Vine sticks.	Old copper.	Tobacco.	Gen shells.	Horns.	Bitters.	Chocolate.	Resin.	Black wood.	Plants.	Brain.	Timber.	Govt skins.	Value, includ- ing export du- ties and ship- ping expenses.
6	6 Eng., 1 Vene- zuelan	1,548	United States	2,337	France	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	All French	3,279	France	1,529	United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	6 Ham., 4 Dan., 2 Pr., 1 Eng., 1 Swed.	.....	.....	325	St. Thomas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	All English	.....	.....	171	Spain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Danish	.....	.....	145	Holland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Prussian	.....	.....	2,123	Hamburg	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	1 Pr., 1 Danish	.....	.....	2,107	England	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39				9,033																							

\* Venezuelan dollars, equal 74.49 cents United States silver currency.

Statement showing the nationality, number, and tonnage of vessels, with the description and value of the imports and exports from and to Puerto Cabello during the quarter ended June 30, 1888.

IMPORTATION.

No. of vessels.	Nationality.	Tonnage.	Where from.	Description.	Value entered.	Duties paid.
7	6 English, 1 Venezuelan.	1,872	United States	Flour, assorted provisions, lumber, kerosene, soap, candles, tobacco, &c.	\$74,018 17	\$19,271 10
4	3 English, 1 Dutch.	3,150	England	Dry goods, crockery, hardware, iron, copper sheets, oil, coal, &c.	93,935 25	52,923 37
5	All French.	1,518	France	Wine, oil, fancy goods, crockery, glassware, provisions, candles, &c.	46,732 47	7,088 91
6	3 Danish, 3 Prussian, 1 Venezuelan.	1,402	Hamburg	Dry goods, hardware, furniture, ale, provisions, straw goods, &c.	44,675 49	22,967 04
5	1 French, 4 Dutch.	640	St. Thomas	Dry goods, cigars, and gold coins.	62,012 08	6,252 16
1	Prussian.	280	Belgium	Linen, iron, nails, &c.	2,640 00	1,427 14
4	Venezuelan, 3 Dutch.	361	Curacao	Straw hats, American provisions, &c.	4,141 56	2,260 25
34		9,223			388,174 72	111,470 56

EXPORTATION.

No. of vessels.	Nationality.	Tonnage.	Where bound.	Cotton.	Coffee.	Cocoa.	Indigo.	Hides.	Deer-skins.	Indian corn.	Parik.	Lignumvita.	Building timber.	Old copper.	Vine sticks.	Tobacco.	Bark.	Starch.	Value, included in export duties and ship charges.
7	6 English, 1 Venezuelan.	1,872	United States	Lbs	Lbs	Lbs	Lbs	No	No	Lbs	Tons	Tons	Pieces	Lbs	Pkg	Lbs	Lbs	Lbs	Venet. dollars.
10	All French.	2,868	France	199,325	2,572,210	92,910	2,100	7,502	2,503	1,120	50	56	1	6,322	100	18	222,569	77	222,569 77
19	8 English, 7 Prussian, 1 Hamburg.	3,302	Hamburg	650,603	2,670,070	44,767	2,100	5,319	91,130	...	80	2,880	680	65	150	...	...	...	400,957 95
4	1 Venezuelan, 1 Danish.	3,298	England	272,110	400	3,080	...	100	422	...	90	...	...	...	...	...	...	...	538,242 72
1	All English.	402	Spain	64,546	...	...	...	502	...	...	...	...	...	...	...	...	...	...	52,257 40
1	Dutch.	90	St. Thomas	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29,150 06
36		4,843		1,146,678	6,537,370	140,467	7,100	12,569	94,056	1,120	140	141	2,421	680	65	150	6,352	100	1,004 00
																			1,244,211 50

... 1.111,111 111 United States all...

quarter ended September 30, 1919.

IMPORTATION.

No. of vessels.	Nationality.	Tonnage.	Where from.	Description.	Value ex- ported.	Duties paid.
3	All English.	931	United States.	Flour, lumber, kerosene, tobacco, rope, brooms, assorted provisions, &c.	\$27,462 05	\$81,918 72
4	All French.	1,224	France.	Wine, dry and fancy goods, varanelli, crockery, preserves, butter, fruits, &c.	11,016 63	3,474 33
1	Venezuelan.	416	Germany.	Dry goods, hardware, ale, beer, butter, cheese, lard, and other provisions.	29,430 63	14,303 76
2	Both Spanish.	253	Spain.	Wine, oil, spices, dried fruits, and other provisions.	25,830 00	7,929 40
1	English.	1,010	England.	Dry goods, hardware, ale, porter, &c.	13,620 00	7,767 12
1	do.	180	St. Thomas.	Dry goods.	60 00	18 00
12		4,038			103,440 21	\$0,373 73

VENEZUELA.

EXPORTATION.

No. of vessels.	Nationality.	Tonnage.	Where bound.	Cotton.	Coffee.	Cocoa.	Hides.	Deer skins.	Poultry.	Leguminos.	Kernels.	Div-div.	Mangrove bark.	Hide cuttings.	Building mats.	Gold coin.	Plants.	Value, includ- ing export du- ties and ship- ping charges.
3	2 English, 1 Danish.	759	United States.	Lbs. 641,250	Lbs. 2,720	No. 5,181										Dollars 4,012 4	6	106,818 48
1	Venezuelan, 1 German, 1 French.	869	Germany.	Lbs. 178,730	Lbs. 2,577	No. 4,173												58,418 00
6	All French.	1,910	France.	Lbs. 322,174	Lbs. 96,763	No. 2,471												157,114 00
1	English.	1,010	England.	Lbs. 94,600														5,412 00
1	Spanish.	263	Spain.	Lbs. 115,587														44,216 00
1	Dutch.	12	Curaçoa.		Lbs. 51,450													1,380 00
15		4,843		Lbs. 1,152,154	Lbs. 154,623	No. 11,625		16,340	101	24	3,000	8	7,473	3	10	4,012 4	6	373,367 48

\* Venezuelan dollars, equal 74.49 cents United States silver currency.

\* \* \* \* The importations at this port during the year, from all countries, were effected by 108 vessels of different nationalities, measuring 32,592 Venezuelan tons. The total value, computed in Venezuelan dollars, equal to 74.42 cents United States currency, is \$1,188,020 25 and the duties paid \$469,178 68. The referred to imports proceed as follows:

From the United States there arrived 24 vessels of 6,842 tons, of which 1 was American, of 677 tons; 20 were English, of 5,532 tons; and 3 were Venezuelan, of 633 tons. Value manifested, \$199,985 25. The articles imported were: 8,805 barrels wheat flour; 1,355 half-barrels wheat flour; 4,168 pounds pimento; 503 pounds cassia lignea; 15,000 pounds tallow candles; 408 boxes fire-crackers; 15,082 gallons kerosene; 425 dozen bottles Florida water; 18,894 pounds manila rope; 100 bales cotton goods; 17,691 pounds manufactured tobacco; 17,300 pounds soap; 61 boxes patent medicines; 1,359 pounds sisal rope; besides rye flour, corn meal, oil of almonds, tallow, nails, spices, agricultural, and other implements, hardware, medicines, and drugs not patent, linseed oil, turpentine, Virginia leaf tobacco, lamps, lamp-tubes and wicks, potatoes, prepared and dry paint, straw and other hats, oilcloth, hog's lard, chairs, furniture, horse and hand carts, cooking stoves, revolvers and capsules, tar, resin, salt beef, pork, hams, salt fish, sand and wrapping paper, lumber, herrings, dried fruit, tubs, butter, brooms, sewing and other machines, corn starch, biscuits, whiting, red and yellow ochre, paint brushes, chrome, alimentary preserves, smoked and pickled tongue, arrow root, yellow and white wax, &c. The imports from the United States in 1865 amounted to \$434,012 38; in 1866, to \$303,910 56; in 1867, to \$212,518 28; in 1868, to \$199,985 25. To several causes may be attributed the great decrease of the imports of this country from the United States: First, the very high prices of our staples at home. Second, the impoverished state of Venezuela, the result of Falcon's bad and convulsive government, which exacted for these five years past all it could from the already ruined and oppressed people. Third, the great loss the produce exported to the United States leaves to the shippers.

From France there arrived 24 vessels, of 7,584 tons, of which 23 were French, of 7,322 tons, and 1 was English, of 262 tons. Value of imports \$149,019 68. Duties paid, \$54,355 07. The articles imported were: wine, oil, brandy, cordials, dried fruit, flour, cheese, vermicelli, alimentary preserves, butter, cotton, silk and linen goods, hosiery, fancy goods and articles, crockery, looking and ordinary glasses, crystals, composition candles, made-up clothes, hats, shoes, and other articles.

From England there arrived 12 vessels, of 9,987 tons, of which 9 were English, of 9,331 tons; 2 were Dutch, of 452 tons; and 1 was German, of 204 tons. Value of imports, \$403,212 68. Duties paid, \$205,906 09. The articles imported were: linen and cotton dry goods, hardware, machinery, crockery, cutlery, iron, copper and zinc sheets, ale, porter, lead, nails, shorts, arms, &c.

From Germany there arrived 18 vessels of 4,773 tons, of which 12 were German, of 3,234 tons; 4 were Danish, of 778 tons; and 2 were Venezuelan, of 761 tons. Value of imports, \$236,670 16. Duties paid, \$107,630 82. The articles imported were: Dry goods, hardware, stearine candles, furniture, wine, straw paper, hosiery, beer, ale, hams, butter, cheese, vinegar, sausages, smoked beef, cordage, bricks, gin, alimentary preserves, &c.

From Spain there arrived 5 vessels of 742 tons, of which 4 were Spanish, of 579 tons; and 1 was Danish, of 163 tons. Value of imports, \$56,018 50. Duties paid, \$23,895 47. The articles imported were: wine,

oil, dried fruit, spices, spirits, alimentary preserves, garlic, earthenware, &c.

From Belgium there arrived 1 Prussian vessel of 280 tons. Value of imports, \$2,640. Duties paid, \$1,427 18. The articles imported were: linen goods, nails, iron, hardware, &c.

From St. Thomas there arrived 12 vessels of 1,615 tons, of which 7 were Dutch, of 700 tons; 4 were English, of 615 tons; and 1 was French, of 300 tons. Value of imports, \$129,336 45. Duties paid, \$9,996 42. The articles imported were: dry goods, provisions, gold and silver coins.

From Italy there arrived 1 Italian vessel of 191 tons. Value of imports, \$2,898. Duties paid, \$1,444. The articles imported were: cream of tartar, manna, vermicelli, dried fruit, silks, jewelry, &c.

From Holland there arrived 1 Dutch vessel of 145 tons. Value imported, \$2,250. Duties paid, \$1,192. The articles imported were: gin, cheese, butter, composition candles, linen goods, and straw paper.

From Curaçoa there arrived 10 vessels of 433 tons, of which 6 were Venezuelan, of 117 tons, and 4 were Dutch, of 316 tons. Value of imports, \$5,990 26. Duties paid, \$2,901 38. The articles imported were: Dutch and American provisions, coal, straw hats, &c.

The exportations at this port during the year, to all countries, were effected by 107 vessels of different nationalities, measuring 32,007 Venezuelan tons. The total value, computed in Venezuelan dollars, equal to 4.42 cents United States currency, is \$3,475,471 20, including export duties and shipping expenses.

To the United States there cleared 24 vessels of 6,650 Venezuelan tons, of which 19 were English, of 5,129 tons; 3 were Venezuelan, of 633 tons; 1 was American, of 677 tons; and 1 was Danish, of 211 tons. Value shipped, \$747,966 12 Venezuelan currency, duties and expenses included. The articles exported were: 4,511,531 pounds coffee; 26,380 pounds indigo; 6,780 pounds cocoa; 122,542 pounds corn; 25,743 hides; 2,503 deer-skins; 27,730 cocoanuts; 93½ tons fustic; 57 boxes bitters; 12 boxes plants; 13 bags bran; 1 box feather flowers; \$5,356 25 in gold coins; 1 boxes starch, return goods; 18 drums caustic soda. Exports to the United States in 1865, \$839,108 10; in 1866, \$1,249,898 78; in 1867, \$715,223 13; in 1868, \$747,966 12.

To France there cleared 33 vessels of 9,857 Venezuelan tons, all French. Value shipped, \$1,120,289 82, duties and expenses included. The articles exported were: 5,843,252 pounds coffee; 894,469 pounds cotton; 47,580 pounds cocoa; 4,325 deer-skins; 2,471 hides; 3,740 pounds indigo; 3,825 pounds mangrove bark; 6,152 pounds corn; 254½ tons lignumvitæ; 164 tons fustic; 2,025 cocoanuts; 5 packages vine sticks; 169 pounds cotton seeds; 3,200 sea shells; 100 pounds starch.

To England there cleared 5 vessels of 4,309 Venezuelan tons, all English. Value shipped, \$57,669 40, including duties and expenses, Venezuelan currency. The articles exported were: 256,710 pounds cotton; 400 pounds coffee; 2,880 pieces building lumber; 100 hides; 422 deer-skins; 80 tons lignumvitæ; 90 tons fustic.

To Germany there cleared 31 vessels of 8,730 Venezuelan tons, of which 8 were German, of 4,791 tons; 5 were Danish, of 1,081 tons; 3 were English, of 850 tons; 3 were Venezuelan, of 1,254 tons; 1 was Swedish, of 430 tons; and 1 was French, of 324 tons. Value shipped, including duties and expenses, in Venezuelan currency, \$1,305,699 88. The articles exported were: 1,345,848 pounds cotton; 6,648,036 pounds coffee; 1,700 pounds indigo; 2,577 pounds cocoa; 18,345 hides; 48,826 deer-skins; 10,230 pounds tobacco; 10,621 horns; 104 tons lignumvitæ; 49 tons fustic; 1 piece building timber; 31 tons building timber; 990 pounds old copper; 264 packages vine sticks; 9 tons black wood; 150 goat-skins;

2,500 pounds hide cuttings; 90 pounds chocolate; 16 sides sole leather; 8 tons divi-divi; 935 pounds mangrove bark; 1,741 sea shells.

To Spain there cleared 8 vessels of 1,703 Venezuelan tons, all Spanish. Value shipped, including duties and expenses, in Venezuelan currency, \$169,868 76. The articles exported were: 438,137 pounds cotton; 120,423 pounds cocoa; 156,274 pounds coffee; 3,900 pounds indigo; 500 pounds old copper; 3,892 hides; 33 tons fustic; 3 tons lignumvitæ; 1,200 cocoanuts.

To Trieste there cleared 1 Danish vessel of 185 Venezuelan tons. Value of shipment, including duties and expenses, Venezuelan currency, \$29,238. The articles exported were: 194,920 pounds coffee.

To Gibraltar there cleared 2 vessels of 381 Venezuelan tons, of which 1 was German, of 156 tons, and 1 was Danish, of 225 tons. Value shipped, including duties and expenses, in Venezuelan currency, \$41,353 50. The articles exported were 277,690 pounds coffee.

To St. Thomas there cleared 2 vessels of 180 Venezuelan tons, both Dutch. Value shipped, including duties and expenses, in Venezuelan currency, \$1,996 72. The export was 5,780 pounds cocoa.

To Curaçoa there cleared 1 Dutch vessel of 12 Venezuelan tons. Value shipped, including duties and expenses, in Venezuelan currency, \$1,389. The articles exported were: 10,000 pounds coffee, and 100 pounds cocoa.

Value of freights for the United States, in United States currency: coffee, in bags of 110 pounds, 45 to 50 cents; hides, 20 cents each; cocoa, bags of 110 pounds, 62½ cents; indigo, seroon of 100 pounds, \$1; fustic ton of 2,000 pounds, \$12; lignumvitæ, ton of 2,000 pounds, \$12.

NOTE.—Eight barrels of flour are equal to a ton.

Decree in force since the 7th instant, fixing the value of articles exportable, subject to an export duty of four per cent.

Articles.	Value.	Duties.	Articles.	Value.	Duties
Cotton.....value..	\$15 00	\$0 60	Indian corn.....value..	\$1 00	4 p. —
Starch.....do...	4 00	16	Mules.....each...	50 00	\$2
Indigo.....pound..	62½	02½	Lignumvitæ....ton of 2,000 lbs..	12 50	
Balsam copaiba.....80 bottles..	15 00	60	Fustic.....do...	10 00	
Oil of sassafras.....pound..	75	03	Dyeing wood of all sorts...do...	12 50	
Ox horns.....hundred..	2 00	08	Quina bark.....value..	25 00	1
Asses.....each...	15 00	2 00	Straw hats, all sorts....dozen..	12 50	
Horses and mares.....do...	50 00	2 00	Sole leather.....side..	2 50	
Cocoa.....value..	15 00	60	Bulls and oxen.....each..	20 00	
Coffee.....do...	10 00	40	Leaf tobacco.....value..	10 00	
Cebadilla.....do...	4 00	16	Tacamahaco, carand, and other like.....value..	25 00	1
Cocoanuts.....hundred..	2 00	08	Vanilla beans.....pound..	5 00	
Ox-hides.....each...	2 50	10	Sarapia.....do...	1 00	
Deer-skins.....value..	25 00	1 00	Sarsaparilla.....value..	10 00	
Tiger-skins.....each...	5 00	20	Articles not mentioned...ad val..		4 p. —
Skins of other animals....value..	25 00	1 00	Sugar-cane produce.....		Free
Divi-divi.....do...	75	03			
Building lumber.....ad valorem..		4 p. ct.			

MARACAIBO.—E. STURNFELS, Consul.

DECEMBER 31, 1867.

Statement showing the description, quality, and value of the exports from this port to the United States during the quarter ended this day.

Coffee, 2,447,751 pounds.....	\$352,910 13
Old copper, 475 pounds.....	109 12
Cocoa, 11,718 pounds.....	3,321 21
Dried and salted hides, 22,142 pounds.....	1,907 95
Straw hats, 2,049 10-12 dozen, and quina bark, 2 bales.....	19,334 32
Fustic, 30 tons.....	427,36
Total for quarter ended December 31, 1867.....	378,070 09



ECUADOR.

GUAYAQUIL.—GEORGE P. BRAYDON, Vice-consul.

ent showing the description, quantity, and value of the exports from Guayaquil to the United States for the year ending September 30, 1868.

Articles.	Quarter ended Decem-ber 31, 1867.		Quarter ended March 31, 1868.		Quarter ended June 30, 1868.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
.....pounds..	102,603	\$10,791 37	25,310	\$2,698 63	450,081	\$51,528 50
ubber.....do....	57,184	11,928 45	11,119	2,683 85	17,791	4,933 09
.....do.....	35,800	4,081 20	4,700	578 07	.....	.....
weed.....do.....	.....	.....	24,815	2,030 20	63,247	3,134 76
.....dozen..	66 8-12	1,747 16	.....	.....	61 8-12	1,996 38
.....pounds..	.....	.....	.....	.....	5,490	832 34
.....do.....	733	165 60	430	97 87	166	104 46
s from knives..dozen..	10	187 20	.....	.....	.....	.....
Total.....	.....	28,900 98	.....	8,088 62	.....	64,529 53

ent showing description, quantity, and value of the exports from Guayaquil, &c.—Cont'd.

Articles.	Quarter ended Septem-ber 30, 1868.		Total for year.	Total for year.
	Quantity.	Value.	Quantity.	Value.
.....pounds..	306,379	\$27,332 08	884,373	\$92,350 58
ubber.....do....	50,730	6,958 95	136,824	26,504 34
.....do.....	142,000	16,446 00	182,500	21,105 27
weed.....do.....	.....	.....	82,062	7,164 96
.....dozen..	.....	.....	128 4-12	3,743 54
.....pounds..	334	506 43	.....	1,338 77
.....do.....	.....	.....	.....	367 93
s from knives.....dozen..	.....	.....	.....	187 20
Total.....	.....	51,243 46	.....	152,762 59

ment showing the duty derived from importations into the Republic of Ecuador, South America, during the year 1867.

erchandise by way of Panama, per railroad.....	\$284,556 30	
erchandise direct from Europe, per sailing vessels.....	103,900 00	
erchandise from Peru and Chili, and being of foreign im- ation into said republics.....	159,580 39	
ticles of the natural product of Chili.....	94,752 51	
ticles of the natural product of Peru.....	17,056 08	
		\$659,845 28
10 per cent. on admit \$284,556 30 of the duty received on ds by way of Panama.....	28,455 63	
per cent. on goods of value of duty \$103,900, received by of Cape Horn per sailing vessels.....	5,195 00	
		33,650 63
t of importation duty.....		626,194 65
of piso, (meaning custom-house store, storage, &c.).....	11,912 21	
ty-five per cent. upon same.....	2,981 88	
tera of Naranjol, (meaning tax to make road to Naranjal)	333 02	
tera of Guayaquil, (meaning tax for railroad to custom- se deposits).....	41,910 41	

Duty for San Vicente College, (tax to maintain said institution)	\$10, 375 97	
Duty for college for destitute female children, (tax to maintain the said institution).....	2, 495 78	\$70, 009 27
		<hr/>
Duty for tonnage of vessels entering the ports of Ecuador, 50 cents per ton.....	2, 838 50	696, 203 92
Duty for light-house dues, 37½ cents per ton.....	773 32	
Duty for anchorage on arrival, \$10 each vessel over 20 tons...	400 00	
Duty for cleaning river channel, \$4 each vessel over 20 tons..	160 00	
		<hr/>
		4, 171 82
		<hr/>
Total.....		700, 375 74
		<hr/>

The following are the port charges at Guayaquil:

On vessels entering port, tonnage dues, per ton, 50 cents; light-house dues, per ton, 37½ cents; anchorage dues, if over 20 tons register, \$10; for cleaning river or channel, per vessel, being over 20 tons register, \$4; but whalemens, war vessels, and vessels entering for water or stores, or on account of damage for repairs, or any compulsory cause, as to escape an enemy, &c., are exempted from the cleaning river tax and all port charge of any other sort whatever, except pilotage in and out, in case a pilot be taken, and it is optional.

The mail steamers and vessels contracted to carry mails of this coast and others are not charged any port charges except pilotage into and out of the port, should a pilot be taken; but it is optional to take one or not.

When any vessel arriving at any one port of the republic of Ecuador, and there having paid port dues, goes to any other port or ports in said republic, such is exempt from 50 cents per ton, or tonnage dues, but must pay all other customary charges.

When lying at the mole, or wharf, the charges are per day for a vessel up to 10 tons burden, \$2; per day for a vessel of 10 to 30 tons register, \$5; per day for a vessel of 30 to 60 tons register, \$6; per day for a vessel of 60 to 100 tons register, \$8; per day for a vessel of 100 to 150 tons register, \$10; per day for a vessel of 150 to 200 tons register, \$12; per day for a vessel of 200 to 300 tons register, \$16; per day for a vessel of 300 to 400 tons register, \$18; per day for a vessel of 400 tons and upwards, say more, \$6 for every 100 tons exceeding 400 tons, besides the \$18 included.

This mole—the only one here—is a private company monopoly. It was built by charter from the government granting certain parties said privilege. All goods unloaded from a vessel, even if lying in the stream at anchor and discharging into lanches, &c., and landing where they may, are liable for mole dues—and the law is so framed as to favor said mole company, thus: a barrel of 18 gallons pays each 5 cents; box of wine, raisins, almonds, &c., 1 cent; piano in box, &c., pays 25 cents; bale or box of goods of 5 cubic feet pays 5 cents; of 8 cubic feet, 6½ cents; 12 cubic feet, 12½ cents; 100 pounds of iron, tin, lead, &c., 3 cents; a crate of earthenware, &c., 25 cents. Pilotage, into port—and out to sea same rates—say per foot Spanish, as far as Pund, \$2; as far as Punta-arenas, \$2 50; fee to captain of the port, for vessels of all sizes, \$4; on vessels leaving port, pilotage same in as out, from sea per foot, \$2 50; from Pund per foot, \$2.

*Remark.*—A “Pund” is about fifteen miles from sea, and a “Punta arenas” at sea or mouth of a river. License granting privilege to leave port to be on stamped paper of government, and costs \$6; list of crew and passengers, &c., on plain paper, \$1; anchorage visit of captain of port, \$8; health visit of captain of port and doctor of medicine, \$8.

**NOTE.**—Over and above the charges enumerated or specified, and which are fixed by law, there are other charges actually necessary, and, by say, fixed by law also, not directly however, but as follows: a vessel leaves the mole and drops to an anchorage assigned her; now if the captain wants to, or must needs move to another position, he, by law, must ask permission of the captain of the port, and must pay, if the law is enforced, pilotage, as the law appoints a pilot for such move. This, however, is little heeded by captains, and seems to be a law or rule very odious, captains preferring to manage their vessels themselves. There is a fine by law for so doing, but I never knew it to be enforced. The export duties to be paid on the following articles when shipped from this country are as follows:

India-rubber, per quintal of 100 pounds, 34½ cents; cocoa, per quintal of 100 pounds, 23½ cents; coffee, per quintal of 100 pounds, 31½ cents; Illa weed, per quintal of 100 pounds, 22½ cents; cotton, per quintal of 100 pounds, 25 cents; hats of grass of this country, per dozen, 12½ cents; leather, sides of, per dozen, 27 cents; canes of natural growth, 100 canes, 37½ cents; logs for sawing into boards, &c., per log, 12½ cents; sarsaparilla plant, per quintal, 18½ cents; bark, per quintal, 12½ cents; straw, Togullo spins for hats, per quintal, \$8 12½; straw, Mocoro spins for hammocks, per quintal, \$2 12½.

All articles of the product of this country not enumerated above pay *retia* duty (which means a duty for repairs, &c., to a railroad from the mole to custom-house deposits or storehouses) of, per quintal or 100 pounds spins, dozen, per 100, or each article, as case may be.

SEPTEMBER 30, 1868.

I have the honor herewith to present the annual report required by regulations from consular officers. There is so little of importance requiring here from which to form a report, I can do no better than to refer you to the annual report of Mr. Lee, of last year, in which is pressed all that can be said at the present time in regard to the commercial status of Ecuador; the only difference is some slight changes in export duties, a transcript of which is inclosed, marked No. 1; also a list of port charges, marked "port charges," No. 2; statement of duties collected from importations, marked No. 3; (it will be seen that nearly three-fourths of all imports pass over the Isthmus of Panama, a small portion of which comes from the United States, such as machinery, lard, tallow, &c. ; ) tabular statement of exports from this port to the United States for the year ending September 30, 1868, marked No. 4; list of goods exported from Ecuador, and value of same, for the year 1867, marked No. 5.

The rates of exchange have declined about fifteen per cent. in the last months, mostly owing to the new banking institution, which commences operations on the 1st of November next, on a specie basis, under special charter from the government. This is the first banking charter that has ever been granted by this government, two copies of which I enclose by this mail.

The average market for the years 1867 and 1868 are as follows: cocoa, per quintal, \$9; hats, per dozen, \$9; coffee, per quintal, \$14; rubber, per quintal, \$22; orchilla, per quintal, \$8; sarsaparilla, \$17; Peruvian bark, red, per quintal, \$70; Peruvian bark, yellow, \$30; Peruvian bark, white, per quintal, \$12.

Politically this country is in a perfect state of tranquillity.

The sanitary condition of Guayaquil is good. There have been no epidemics prevailing this year.

## BRAZIL.

RIO DE JANEIRO.—JAMES MONROE, *Consul*.

JANUARY 11, 1868.

I have the honor to forward, inclosed, an article cut from the Anglo-Brazilian Times, of the 7th instant, giving the exports of coffee, cotton, and sugar, from this port during the year 1868, as compared with other years; the receipts at the custom-house of Rio de Janeiro for several years past; and the present foreign and domestic debt of this empire:

The exports of coffee from Rio de Janeiro in 1868 were 2,265,185 sacks, showing, when compared with those of the ten preceding years, the following results: More than in 1858, 434,747 sacks; more than in 1859, 234,919 sacks; more than in 1860, 137,966 sacks; more than in 1861, 195,076 sacks; more than in 1862, 779,965 sacks; more than in 1863, 915,558 sacks; more than in 1864, 785,051 sacks; more than in 1865, 463,533 sacks; more than in 1866, 330,289 sacks; less than in 1867, 394,568; to Europe 314,968 sacks less than in 1867; to the United States 79,600 sacks more than in 1867. Exported to the United States 28,887 sacks more than to all the other foreign ports. In 1867 the export to the United States was 206,481 sacks less than to other foreign ports. The stock on hand December 31, 1868, was 140,000 sacks, against 110,000 sacks in 1867.

The crops of cotton in San Paulo augmented fifteen or twenty per cent. over those of 1867, and the plantations for the next crop are believed to be still greater than at the previous season.

The exports from Rio were in 1868 forty per cent. more than in 1867. At Santos were cleared for export, from January 1 to November 30, 1868, 162,355 bales, weighing 565,015 arrobas; in 1867, 119,055 bales, weighing 408,965 arrobas; in 1866, 69,923 bales, weighing 205,051 arrobas. Exported in 1868 from Rio 13,128 bales; to England 65,566 bales; to France 34,115 bales; to Spain 4,089 bales; to the Mediterranean 3,402 bales; to Hamburg 3,020 bales; to Portugal 2,807 bales; to Antwerp 129 bales. In 1867 the exports were 80,315 bales. The stocks on December 31, 1868, were 12,700 bales, of which 400 were from Minas Geraes.

The exports of sugar were 5,185 boxes in 1868, against 6,237 in 1867 and 6,136 in 1866.

The foreign debt, according to the last balance-sheet, (October 31,) was £13,893,700. Loan of 1839, nominal, £277,900; loan of 1852, £776,300; loan of 1858, £1,066,300; loan of 1859, £374,400; loan of 1860, £1,098,200; loan of 1863, £3,444,400; loan of 1865, £6,856,600.

The internal debt was:

	Mils.
Six per cent. bonds.....	144,217.500
Five per cent. bonds.....	1,932.300
Four per cent. bonds.....	119.600
Six per cent. bonds, (payable in gold).....	30,000.000
Total.....	176,269.000

The customs receipts were from imports in 1864, 15,716,934.827 mils; in 1865, 15,473,806.934 milreis; in 1866, 17,561,749.139 milreis; in 67, 22,414,173.134 milreis; in 1868, 16,263,967.606 milreis. From ports in 1864, 3,977,955.560 milreis; in 1865, 4,771,162.237 milreis; 1866, 4,759,370.840 milreis; in 1867, 6,552,256.698 milreis; in 1868, 18,498.800 milreis.

OCTOBER 17, 1868.

I have the honor to forward inclosed four statistical tables, numbered 1, 3, and 4, respectively. No. 1 exhibits the exportation of coffee from Rio de Janeiro for the months of November and December, 1867. No. 2 exhibits the importation of flour into Rio de Janeiro for the same period. These tables, in addition to those forwarded from this office in the month of November last, complete the report of importation and exportation for the year 1867. No. 3 gives the exportation to the United States from Rio de Janeiro for the first three quarters of the year 1868, and No. 4 gives the importation for the same period.

1.—Statement showing the exportation of coffee from Rio de Janeiro during the months of November and December, 1867.

Destination.	No. of bags in November.	No. of bags in December.	Destination.	No. of bags in November.	No. of bags in December.
United States .....	85, 792	150, 882	Portugal .....	5, 165	.....
London .....	35, 183	44, 185	Sweden and Norway .....	.....	2, 450
Hamburg and Altona ..	3, 451	.....	Copenhagen .....	3, 400	2, 970
San Francisco .....	4, 500	.....	Cape of Good Hope ..	1, 800	.....
Mediterranean .....	41, 409	27, 385	Other ports .....	5, 883	589
Switzerland .....	.....	3, 945	Total .....	226, 890	260, 803
France and Bordeaux ..	33, 267	24, 985			
Spain .....	7, 040	3, 412			

Exportation from January 1 to December 31, 1867, viz :		Bags.
United States .....		1, 240, 891
Europe and elsewhere .....		1, 343, 602
Total .....		2, 584, 493

2.—Statement showing the importation of flour into Rio de Janeiro during the months of November and December, 1867.

Where from.	No. of barrels in November.	No. of barrels in December.	Where from.	No. of barrels in November.	No. of barrels in December.
London, Australia .....	3, 815	.....	Hamburg .....	500	.....
San Francisco .....	8, 151	9, 225	Bordeaux .....	100	.....
New York .....	3, 451	1, 000	Havre .....	100	.....
London, Va .....	2, 250	4, 691	Valparaiso .....	.....	7, 998
San Francisco, Cal .....	5, 154	8, 696	Melbourne, Australia ..	.....	2, 000
San Francisco .....	1, 449	.....	Total .....	32, 500	33, 610
San Francisco .....	7, 530	.....			

Importation from January 1 to December 31, 1867, viz :		Barrels.
United States .....		119, 867
Europe .....		64, 110
San Francisco .....		81, 995
Total .....		265, 972

No. 3.—*Exportation to the United States from the port of Rio de Janeiro from January 1 to September 30, 1868.*

Destination.	From January 1 to March 30.			From April 1 to June 30.				From July 1 to September 30.			
	Coffee.	Rosewood.	Old iron.	Coffee.	Rosewood.	Taploca.	Pig iron.	Coffee.	Rosewood.	Taploca.	Old iron.
	<i>Bags.</i>	<i>Logs.</i>	<i>Tons.</i>	<i>Bags.</i>	<i>Logs.</i>	<i>Bbl's.</i>	<i>Tons.</i>	<i>Bags.</i>	<i>Logs.</i>	<i>Bbl's.</i>	<i>Tons.</i>
New York .....	115,374	172	.....	155,941	637	50	177	224,016	168	350	120
Baltimore .....	58,500	.....	.....	53,221	.....	.....	.....	57,066	.....	.....	.....
Philadelphia .....	1,834	.....	293	.....	.....	.....	.....	.....	.....	.....	.....
Hampton Roads .....	3,200	.....	.....	15,721	.....	.....	.....	31,516	.....	.....	.....
New Orleans .....	10,203	.....	.....	3,513	.....	.....	.....	15,139	.....	.....	.....
Savannah .....	3,211	.....	.....	.....	.....	.....	.....	3,480	.....	.....	.....
Mobile .....	.....	.....	.....	3,000	.....	.....	.....	3,370	.....	.....	.....
United States .....	34,683	.....	.....	7,028	.....	.....	.....	.....	.....	.....	.....
Total .....	227,005	172	293	238,424	637	50	177	334,567	168	350	120

RECAPITULATION.—Coffee, 600,016 bags; rosewood, 977 logs; taploca, 400 barrels; old iron, 413 tons; pig iron, 177 tons.

No. 4.—*Importation from the United States at the port of Rio de Janeiro, from January 1 to September 30, 1868.*

Where from.	Flour.	Lard.	Kerosene oil.	Lumber.	Pitch and tar.	Coals.	Turpen- tine.	Ice.	Machinery.
	<i>Barrels.</i>	<i>Kegs.</i>	<i>Cases.</i>	<i>Feet.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>Cases.</i>	<i>Tons.</i>	<i>Cen.</i>
New York .....	8,614	5,247	30,016	745,943	1,075	685	1,711	.....	75
Baltimore .....	6,305	8,225	3,900	397,528	373	.....	450	.....	.....
San Francisco .....	7,000*	.....	.....	.....	.....	.....	.....	.....	.....
Boston .....	.....	.....	.....	1,000	.....	.....	.....	600	.....
Fernandina, Fla. ....	.....	.....	.....	143,095	.....	.....	.....	.....	.....
Stocton, Me. ....	.....	.....	.....	285,358	.....	.....	.....	.....	.....
Philadelphia .....	.....	.....	.....	10,527	.....	2,596	.....	.....	.....
Total .....	78,679*	13,272	33,216	1,583,451	1,448	3,481	2,161	600	75

\* And 8,000 bags.

BAHIA.—R. A. EDES, Consul.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

	<i>Miles.</i>
Sugar, 841 casks, 60 barrels, and 1,167 bags .....	150,634.086
Rosewood, 4,545 logs .....	110,564.011
Hides, 3,800 packages .....	20,374.461
Coffee, 250 bags .....	5,629.600
Brazil wood, 1,750 logs .....	3,651.800
Cigars, 10,000 .....	350.000
Sundries .....	1,038.800
Total for quarter ended December 31, 1867 .....	292,267.558
Total for quarter ended March 31, 1868 .....	181,173.865
Total for quarter ended June 30, 1868 .....	186,496.246
Total for quarter ended September 30, 1868 .....	98,375.340
Grand total .....	758,312.749



not showing the exports from the port of Bahia during the years 1856 to 1868.

Years.	Sugar.				Cotton.	Coffee.	Cocoa.
	Cases.	Boxes.	Bags.	Tons.	Bales.	Bags.	Bags.
.....	32,515	808	170,173	33,180	6,911	52,889	7,302
.....	33,889	1,213	205,254	38,650	13,050	83,958	7,152
.....	24,168	1,069	126,391	23,420	3,212	44,651	9,465
.....	39,050	608	244,375	42,732	2,392	55,321	7,702
.....	9,334	75	59,104	10,943	1,411	46,188	8,171
.....	21,659	526	94,582	22,327	146	50,866	9,578
.....	52,577	679	251,166	51,939	5,368	50,847	11,092
.....	47,331	676	206,486	48,736	12,943	68,254	11,225
.....	30,673	3,163	125,604	28,743	12,323	42,388	11,526
.....	44,685	728	164,614	43,892	20,791	99,703	13,873
.....	44,399	649	223,649	47,080	47,894	69,261	14,145
.....	40,715	519	181,807	44,660	46,656	83,889	15,014
.....	39,241	707	267,213	44,515	90,502	87,541	13,297

Years.	Tobacco.			Hides.	Rum.	Piassava.	Wood.	Taploca.
	Rolls.	Manojos.	Bales.	Number.	Pipes.	Bundles.	Logs.	Barrels.
.....	1,028	44,023	57,668	136,239	9,396	230,071	16,614	1,385
.....	1,197	33,122	73,139	145,155	7,139	278,417	14,523	2,057
.....	1,191	44,351	13,867	108,913	7,007	257,973	20,067	553
.....	760	44,153	65,801	104,113	6,365	219,052	18,931	1,094
.....	718	38,455	71,348	114,631	1,955	234,959	21,665	489
.....	944	44,033	23,810	153,429	5,550	429,957	19,104	1,020
.....	820	36,644	94,730	119,535	10,818	1,162,359	32,738	3,851
.....	858	37,824	163,816	85,609	6,888	274,308	23,355	634
.....	798	50,991	106,254	73,244	3,633	755,176	17,546	247
.....	1,217	31,424	85,029	90,857	6,273	635,858	22,018	46
.....	504	40,077	108,977	72,052	5,274	483,716	9,739	354
.....	92	45,541	138,418	56,582	2,777	292,479	6,768	2,363
.....	64	40,189	106,161	128,498	3,915	313,087	14,819	5,093

not showing the description, quantity, and value of produce exported from Bahia for the year ending June 30, 1868.

Description.	Quantity.	Value.	Amount of duty.
		Milreis.	Milreis.
.....medidas..	611,262	217,902.150	15,253.150
.....arrobas..	366,030	3,999,974.693	309,998.229
.....do.....	3,081,816	6,239,366.184	429,755.632
.....do.....	60,425	309,279.275	21,649.549
.....do.....	325,851	1,632,693.480	114,288.543
.....do.....	855	51,364.000	3,595.480
.....packages	49,282	257,028.400	14,491.928
.....arrobas..	12,229	155,361.850	7,375.329
.....olivas..	4,264	1,269,300.111	6,346.500
.....arrobas..	781,036	2,843,125.067	201,018.754
.....do.....	160,917	402,343.179	28,164.029
.....do.....	33,481	26,449.400	3,967.410
.....dozen	769	155,975.606	7,412.291
.....packages	227	131.525	12.346
.....bundles..	641,933	211,228.799	14,780.009
.....		80,902.355	5,551.468
.....		17,852,427.874	1,183,672.699

*Statement showing the destination of the exports from Bahia for the year ending June 30, 1868.*

Nationality.	Value.	Amount of duty.
	<i>Milreis.</i>	<i>Milreis.</i>
Belgium .....	3, 890. 139	272, 309
Hanseatic Cities, N. G. ....	2, 315, 769. 936	164, 103. 894
Coast of Africa .....	448, 868. 272	31, 420. 848
Argentine Confederation .....	384, 333. 720	26, 903. 360
United States .....	258, 694. 877	14, 608. 640
Uruguay .....	111, 247. 698	7, 781. 337
France .....	2, 336, 189. 336	97, 925. 928
Great Britain and possessions .....	10, 828, 547. 242	755, 324. 544
Spain and possessions .....	121, 322. 877	8, 492. 601
Holland .....	80, 356. 944	5, 624. 225
Portugal and possessions .....	797, 136. 291	52, 232. 220
Italy .....	239, 770. 191	17, 135. 080
Sweden and Norway .....	26, 299. 350	1, 840. 953
Total .....	17, 852, 427. 874	1, 183, 672. 699

*Statement showing the principal articles imported from foreign countries to Bahia during the year ended June 30, 1868.*

Description.	Quantity.	Description.	Quantity.
Tar .....	7, 121 arrobas..	Tin .....	7, 030 arrobas..
Seeds .....	6, 532 do.....	Demijohns .....	132, 133 pounds..
Wax .....	3, 402 do.....	Gin .....	121, 314 medidas..
Rice .....	38, 968 do.....	Crockery and earthenware ..	1, 169, 715 pounds..
Oil, olive .....	91, 380 medidas..	Butter .....	1, 010, 732 do.....
Oils .....	68, 846 do.....	Corn .....	5, 904 arrobas..
Codfish .....	29, 811 quintals..	Paper .....	594, 301 pounds..
Lard .....	4, 306 arrobas..	Raisins .....	130, 909 do.....
Potatoes .....	4, 743 quintals..	Pepper .....	43, 512 do.....
Rosin .....	4, 339 do.....	Fish .....	1, 838 arrobas..
Rope and cordage .....	4, 529 arrobas..	Powder .....	237, 025 pounds..
Bagging .....	283, 483 pounds..	Hams .....	45, 564 do.....
Salt beef .....	530, 637 arrobas..	Cheese .....	277, 864 do.....
Coal .....	47, 788 tons.....	Salt, common .....	120, 835 alquiers..
Onions .....	33, 060 arrobas..	Candles .....	142, 577 pounds..
Ale and beer .....	108, 402 medidas..	Vinegar .....	130, 939 medidas..
Tea .....	34, 065 pounds..	Wine, French .....	254, 854 do.....
Flour .....	329, 767 arrobas..	Wine, Portuguese .....	682, 892 do.....
Beans .....	24, 112 do.....	Wine, various .....	289, 928 do.....
Iron .....	70, 124 do.....	Burning fluid .....	425, 339 arrobas..

*Statement showing the produce exported from Bahia during the year ended September 30, 1868.*

Destination.	Sugar.			Cotton.	Coffee.	Cocoa.	Tobacco.		
	<i>Cases.</i>	<i>Boxes.</i>	<i>Bags.</i>	<i>Bales.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Rolls.</i>	<i>Mangotes.</i>	<i>Bals.</i>
Channel .....	24, 449	178	148, 481	6, 582	18, 399	.....	.....	400	22, 314
Great Britain .....	5, 683	27	79, 668	75, 198	1, 963	4, 083	10	4, 142	2, 950
North Germany .....	112	.....	4, 965	2, 124	1, 634	1, 514	.....	1, 818	70, 613
France .....	2, 206	132	2, 909	3, 541	27, 434	5, 862	14	.....	5, 407
Belgium .....	76	.....	.....	366	3, 375	150	.....	.....	3, 574
Holland .....	327	.....	308	.....	.....	.....	.....	.....	.....
Spain .....	417	6	554	1, 716	.....	.....	.....	.....	.....
Sweden .....	538	17	388	.....	.....	.....	.....	.....	.....
Portugal .....	3, 016	93	4, 659	1, 085	3, 445	799	40	.....	515
Italy .....	311	.....	35	180	11, 603	767	.....	.....	.....
Gibraltar .....	1, 031	.....	2, 763	.....	17, 406	.....	.....	140	.....
North America .....	1, 058	.....	13, 895	.....	2, 148	24	.....	.....	798
River Plate .....	5	253	8, 495	.....	56	80	.....	50	.....
Africa .....	12	1	93	.....	78	.....	.....	33, 639	.....
Total .....	39, 241	707	267, 213	90, 792	87, 541	13, 279	64	40, 189	106, 161

Statement showing the produce exported from Bahia &c.—Continued.

Destination.	Hides.	Rum.	Plumava.	Cocoanuts.	Wood.	Cigars.	Tapioca.
	Number.	Pipes.	Bundles.	Thousands.	Logs.	Thousands.	Barrels.
.....	5,577	.....	69,592	200	477	.....	.....
tain .....	135	.....	180,628	500	1,814	107	.....
many .....	69,051	.....	3,959	655	1,400	199	.....
.....	20,474	.....	14,573	3,042	4,964	413	4,973
.....	108	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	100	.....	.....	.....
.....	10,882	205	38,400	.....	30	232	2
.....	22,291	.....	1,210	1,173	2,240	2	107
.....	.....	369	.....	.....	.....	.....	.....
eri a .....	.....	.....	1,036	6	3,887	900	11
le .....	.....	2,669	500	.....	.....	1,628	.....
.....	.....	2,472	3,180	.....	.....	235	.....
l.....	128,518	5,715	313,078	5,676	14,812	3,716	5,093

Statement showing the imports at Bahia for the year ended September 30, 1868.

From whence.	Official value.	Amount of duty.
	Milreis.	Milreis.
tain and possessions.....	9,554,078.454	2,830,625.335
nd possessions.....	3,363,107.316	1,058,086.885
Cities.....	876,231.935	274,576.105
and possessions.....	1,148,976.083	451,428.707
.....	220,199.275	82,182.696
.....	102,815.349	31,052.140
.....	2,967.850	665.585
.....	63,495.369	13,126.166
.....	298,374.000	30,142.210
nd Norway.....	18,761.316	3,614.514
ates .....	404,665.251	69,540.009
the River Plate.....	2,040,618.984	253,354.615
Africa.....	151,773.425	35,131.274
.....	232,738.030	31,443.525
al .....	18,478,202.637	5,164,969.696

MARANHAM.—W. H. EVANS, Consul.

DECEMBER 31, 1867.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.

.....	\$1,276 00
ins .....	11,809 00
Total for quarter ended December 31, 1867 .....	13,085 00
Total for quarter ended March 31, 1868.....	20,666 05
Total for quarter ended June 30, 1868.....	11,644 00
Total for quarter ended September 30, 1868 .....	11,656 87
Grand total .....	57,051 92

PERNAMBUCO.—T. ADAMSON, JR., *Consul*.

DECEMBER, 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

	Milreis.
Fruits, 10 barrels .....	154. 390
Sugar, 15,000 bags and 5,000 sacks.....	318, 697. 860
Sparkling Moselle wine, 41 cases.....	613. 700
Total for quarter ended December 31, 1867.....	319, 465. 950
Total for quarter ended March 31, 1868.....	223, 767. 000
Total for quarter ended June 30, 1868.....	253, 079. 017
Total for nine months .....	796, 311. 967

CEARA.—R. P. HUGHES, *Consular Agent*.

JUNE 30, 1868.

Inclosed please find a statement of exports from July 1, 1867, to date, which, comparing with that of same period last year, has greatly increased in quantity, though not so much in value, owing to the low prices ruling in Europe for most of our products.

The production of cotton has steadily increased, as you will see from the table inclosed; and as there is every prospect of the prices keeping up, we look forward to a further considerable increase in the coming year. The table inclosed shows an actual export of 300,000 arrobas from July 1, 1867, to June 30, 1868, to which may be added 100,000 arrobas shipped from Aracathy to Pernambuco. Next year will again be larger, probably touching 500,000 arrobas.

For three years past, owing to disease in the coffee trees and short winters, the crop of coffee has gradually become smaller. This year, comparatively speaking, we have none, the quantity produced being scarcely sufficient for home consumption. Next year we shall have an enormous crop. We have had a splendid winter and rainy summer, and it is said that the plants are in a most flourishing condition.

As you will see, the production of sugar is again smaller, and I am afraid in a few years will dwindle down to nothing. Our planters cannot compete with those of other countries. There is no water communication; there are no railroads, and very inferior roads; to this add the enormous export duty of fourteen per cent., and very heavy expenses for embarking. They find they can employ their time and labor more profitably than in making sugar.

In consequence of the high prices lately ruling in Europe, rubber and hides have been exported on a large scale. The former promises to become one of our first articles of export. Formerly our country neighbors contented themselves with milking the trees in their natural wildness, but latterly several of our agriculturists have turned their attention to the article and are planting and cultivating the trees. From the inclosed table you will see that the quantity exported summed up 5,945 arrobas, against 3,394 arrobas in 1866-'67. We look for a corresponding increase in the next year.

The official value of imports from July 1, 1867, to June 30, 1868, was 1,845,576,840 milreis, against 2,248,111,118 milreis in 1866-'67. This dif-

ence is owing to the great depreciation in the currency of the empire and the generally unsettled state of the country; and until the war terminates and exchange improves we cannot look for any considerable increase.

Importers will not risk their money with a probability of receiving it eight or twelve months hence at a much lower exchange than the present; consequently they have curtailed their business as much as possible.

Comparing the exportations with the importations for the past few years, you will see that the former has always predominated:

	Milreis.
in 1863-'64, import value.....	1, 632, 403. 097
in 1863-'64, export value.....	3, 197, 856. 210
in 1865-'66, import value.....	1, 924, 284. 056
in 1865-'66, export value.....	3, 138, 533. 771
in 1867-'68, import value.....	1, 845, 576. 840
in 1867-'68, export value.....	4, 192, 126. 921

A glance shows the prosperous state of our agriculturists.

In my last I noticed the establishment of two new companies, one to supply the city with gas, the other with water. Both are now in full operation and promise to be lucrative undertakings. I also mentioned the establishment of a line of steamers between Liverpool and the northern ports of Brazil. The company is now in full operation, having in the service four powerful vessels of one thousand to eight thousand three hundred tons, with which they are making a regular monthly service.

*Statement showing the exports from the port of Ceara from July 1, 1867, to June 30, 1868.*

Destination.	Cotton.		Coffee.		Sugar.	
	Weight.	Value.	Weight.	Value.	Weight.	Value.
	<i>Arrobas. lbs.</i>	<i>Milreis.</i>	<i>Arrobas. lbs.</i>	<i>Milreis.</i>	<i>Arrobas. lbs.</i>	<i>Milreis.</i>
Liverpool.....	282, 050 09	2, 497, 870. 921	3, 411 12	21, 239. 142	95, 089 29	190, 931. 151
Hamburg.....	5, 874 10	58, 810. 120	44, 703 11	251, 856. 353	.....	.....
Havre.....	6, 077 20	53, 976. 280	62, 097 31	354, 985. 355	2, 275 29	4, 438. 000
Rio de Janeiro.....	2, 957 16	22, 167. 420	2, 883 19	15, 981. 373	2, 812 03	5, 544. 006
Barcelona.....	2, 356 30	16, 740. 500	.....	.....	.....	.....
Lisbon.....	571 13	6, 355. 420	370 16	2, 070. 620	.....	.....
New York.....	.....	.....	968 20	5, 288. 660	.....	.....
English Channel.....	.....	.....	5, 138 05	28, 717. 660	.....	.....
Coastwise.....	147 31	1, 375. 620	7, 984 31	48, 227. 480	.....	.....
<b>Total.....</b>	<b>300, 036 01</b>	<b>2, 657, 296. 281</b>	<b>127, 548 17</b>	<b>728, 365. 643</b>	<b>100, 177 31</b>	<b>200, 913. 157</b>
	India-rubber.		Hides.		Sundries.	Total value of exports.
	Weight.	Value.	Number.	Value.	Value.	
	<i>Arrobas. lbs.</i>	<i>Milreis.</i>		<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>
Liverpool.....	4, 120 18	58, 126. 993	20, 697	141, 081. 800	26, 394. 640	2, 935, 643. 647
Hamburg.....	798 30	12, 081. 437	28, 175	197, 974. 800	28, 931. 400	549, 654. 110
Havre.....	359 22	5, 359. 620	2, 650	21, 195. 000	7, 119. 640	447, 073. 895
Rio de Janeiro.....	666 10	9, 459. 980	5, 186	32, 989. 000	1, 965. 850	88, 108. 029
Barcelona.....	.....	.....	.....	.....	.....	16, 740. 500
Lisbon.....	.....	.....	742	5, 347. 260	406. 280	14, 179. 680
New York.....	.....	.....	843	5, 240. 900	.....	10, 529. 560
English Channel.....	.....	.....	1, 000	6, 300. 000	.....	35, 017. 660
Coastwise.....	.....	.....	.....	.....	45, 576. 740	95, 179. 840
<b>Total.....</b>	<b>5, 945 16</b>	<b>85, 028. 030</b>	<b>59, 293</b>	<b>410, 129. 260</b>	<b>110, 394. 550</b>	<b>4, 192, 126. 921</b>

MACEIO.—THEO. BRAASCH, *Acting Consular Agent.*

JULY 22, 1868.

Inclosed I have the honor to hand you statement of exports during the year ended June 30, 1868, compared with the last seven years, by which you will see that the crop has been a regular one.

The sugar crop has been about the same as previous years, with the slight increase of only thirty-eight tons. The reports of the coming crop are so various that it is difficult to make an estimate.

The export of hides mentioned in the inclosed statement is about four thousand less than last year, which falling off was occasioned by shipments by Barcacas to Pernambuco. The quantity of hides that came to town during the season was about the same as last year.

The import trade has mostly been done through the ports of Pernambuco, Bahia, and Rio de Janeiro. Only two vessels have arrived from Europe, viz: one from Lisbon, with general cargo, and one from Liverpool, with railroad iron.

*Statement showing the exports from the port of Maceio during the year ended June 30, 1868, compared with the preceding seven years.*

Destination.	Sugar.			Cotton.			Hides.
	Bags.	Arrobas.	Tons.	Bags.	Arrobas.	Tons.	Number.
Great Britain and Channel for orders.	75, 699	418, 591	5, 981	63, 087	307, 837	4, 398	65
United States.....	3, 812	20, 783	297	.....	.....	.....	.....
Gibraltar for orders.....	5, 100	29, 799	426	.....	.....	.....	.....
Lisbon .....	407	2, 035	29	.....	.....	.....	2, 083
Rio de La Plata .....	3, 126	16, 134	230	.....	.....	.....	.....
Rio de Janeiro.....	20, 562	107, 263	1, 532	.....	.....	.....	.....
Total .....	108, 106	394, 605	8, 495	63, 087	307, 837	4, 398	2, 158
Against year ended—							
June 30, 1867.....	108, 278	591, 955	8, 457	51, 050	257, 258	3, 675	6, 116
June 30, 1866.....	77, 057	423, 335	6, 034	93, 160	487, 547	6, 965	5, 334
June 30, 1865.....	111, 643	617, 737	8, 823	68, 965	354, 881	5, 069	5, 795
June 30, 1864.....	96, 421	533, 198	7, 616	43, 006	226, 050	3, 229	9, 040
June 30, 1863.....	165, 958	897, 686	12, 815	49, 440	265, 938	3, 799	8, 491
June 30, 1862.....	175, 500	965, 315	13, 790	43, 200	237, 675	3, 395	9, 680
June 30, 1861.....	108, 227	595, 290	8, 504	26, 456	145, 568	2, 080	8, 887

PARA.—J. B. BOND, *Consul.*

JUNE 30, 1868.

*Statement showing the description and value [of the exports from this consular district to the United States during the quarter ended this day.*

Anatto.....	\$23, 276 88
India-rubber .....	168, 942 16
Deer-skins, India-rubber, and nuts.....	30, 105 31
Hides, wet and salted.....	3, 990 43
Deer-skins .....	3, 462 53
Balsam copaiva .....	3, 843 89
Nuts.....	10, 252 08
Sundries .....	110, 267 70
Total for quarter ended June 30, 1868.....	354, 140 98



RIO GRANDE DO SUL.—A. YOUNG, JR., *Consul.*

DECEMBER 31, 1867.

*Statement showing the description and value of the exports from this consular district for the quarter ended this day.*

Horns, hides, and wool.....	\$200,552 72
Hair, wool, horns, &c.....	185,134 95
Hide cuttings .....	835 43
Glue stock .....	3,078 19
Dry tongues.....	185 89
<hr/>	
Total for quarter ended December 31, 1867.....	389,787 18
Total for quarter ended March 31, 1868.....	370,096 29
Total for quarter ended June 30, 1868.....	292,970 24
Total for quarter ended September 30, 1868.....	28,444 58
<hr/>	
Grand total .....	1,081,298 29
<hr/>	

SANTOS.—E. L. MEADE, *Vice-consul.*

JUNE 30, 1868.

The total exports from this port to the United States for the quarter ended this day, were 6,900 bags of coffee, amounting in value to 273,420.500 milreis.

## ARGENTINE REPUBLIC.

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BUENOS AYRES.—M. E. HOLLISTER, *Consul*.

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day.*

Hide cuttings, 275 bales.....	\$5,978 72
Dry ox and cow hides, 285,687.....	814,629 97½
Horse hair, 175 bales, 2 patacas.....	15,241 34
Ostrich feathers, 16 bales.....	4,080 77
Mixed hair, 138 bales.....	8,269 81
Wool, 1,577 bales and 104 cheques.....	45,548 37
Sheep, goat, and buck skins, 696 bales and 672 single skins.....	3,103 14
Ox horns, boneash, and shank bones—70,200 horns, 641,490 pounds, and 337 tons.....	11,358 75
Sundries.....	8,491 31
<hr/>	
Total for quarter ended December 31, 1867.....	916,702 18½
Total for quarter ended March 31, 1868.....	858,605 61½
Total for quarter ended June 30, 1868.....	313,521 27
Total for quarter ended September 30, 1868.....	827,455 77
<hr/>	
Grand total.....	2,616,284 84

## CHILI.

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VALPARAISO.—A. W. CLARK, Consul.

JANUARY 2, 1869.

*Statement showing the description and value of the exports from this port to the United States during the year ended September 30, 1868.*

Rags, wool, cowhides, calf, and goat-skins.....	\$103,961 32
Nitrate of soda .....	221,443 57
Walnuts, linseed, and pig iron.....	22,117 25
Wool .....	98,838 49
Copper ore.....	24,242 53
Salt .....	1,045 00
Coals .....	2,543 62
Sundries.....	44,209 10
Total for 1868.....	<u>518,400 88</u>

# HAWAIIAN ISLANDS.

HONOLULU.—M. L. SMITH, *Consul.*

DECEMBER 31, 1867.

*Statement showing the description, quantity, and value of the imports and exports from and to this port during the quarter ended this day.*

## INWARD CARGOES.

Sperm oil, 64,005 gallons.....	\$67,299 92
Whale oil, 1,039,429 gallons.....	441,986 66
Whalebone, 558,048 pounds.....	342,881 57
Total value of oil and bone inward.....	852,168 15
Merchandise for vessels inward.....	151,883 56
Total inward cargoes.....	1,004,051 71

## OUTWARD CARGOES.

Sperm oil, 38,055 gallons.....	\$39,958 27
Whale oil, 757,935 gallons.....	257,697 90
Whalebone, 396,794 pounds.....	244,115 14
Total value of oil and bone outward.....	541,771 31
Merchandise for vessels outward.....	175,488 32
Total outward cargoes.....	717,259 63

Inward cargoes of merchant vessels consisting chiefly of the productions of the United States.....	151,883 56
Outward cargoes of merchant vessels, consisting chiefly of Hawaiian produce, viz: sugar, molasses, coffee, pulu, rice, fungus, wool, hides, cotton, and goat-skins.....	175,488 32
Difference between actual imports and exports.....	23,604 76

*The following are the rates of duties on imports prescribed by the government of the Hawaiian Islands :*

Opium, tobacco, and manufactures thereof, 15 per cent. ad valorem; rice from any country with which the Hawaiian Islands have no existing treaty, 1½ cent per pound; paddy, from any country with which the Hawaiian Islands have no existing treaty, 1 cent per pound; spirits, 30 per cent. alcoholic strength, and not above 55 per cent., \$3 per gallon; spirits 18 per cent., and not above 30 per cent., \$1 50 per gallon; wines less than 18 per cent., 15 per cent. ad valorem; claret costing not over \$50 per cask or \$4 50 per case, 5 per cent.; claret, otherwise, 15 per cent.; alcohol, \$10 per gallon; alcohol when intended for mechanical, scientific, or medicinal purposes, 50 per cent., ad valorem; all other merchandise, not free, 10 per cent.

Of the principal domestic exports, port of Honolulu, for the fourth quarter, 1868, as compared with the fourth quarter, 1867, together with the gross exports for the year 1868, as compared with the year 1867.

	Sugar.	Molasses.	Paddy.	Rice.	Coffee.	Salt.	Fungus.	Poi.	Bananas.	Beef.	Cotton.
	Lbs.	Galls.	Lbs.	Lbs.	Lbs.	Tons.	Lbs.	Bbls.	Bchs.	Bbls.	Lbs.
4th quarter, 1868	3,429,113	108,215	622,216	28,500	23,445	...	1,773	40	1,428	...	...
4th quarter, 1867	2,676,435	92,648	159,105	137,050	23,997	60	46,267	167	1,305	90	7,137
yr, 1868	543,678	15,567	463,711	...	...	...	...	...	123	...	...
yr, 1867	...	...	...	108,550	1,552	60	44,494	147	...	90	7,137
1868	18,312,926	492,839	862,954	40,450	78,373	5404	76,781	484	3,966	149	8,413
1867	17,127,187	544,994	572,099	441,750	127,546	107	167,668	649	2,913	235	13,512
yr, 1868	1,185,739	...	290,855	...	...	4334	...	...	1,053	...	...
yr, 1867	...	52,153	...	401,300	49,173	...	90,885	165	...	86	5,099

Table of the principal domestic exports, port of Honolulu, &c.—Continued.

	Cast-alka.	Hides.	Tallow.	Pale.	Wool.	Whale oil.	Sperm oil.	Whl. bone.	Peanuts.	Total value domestic exports.
	Pcs.	Pcs.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Lbs.	Lbs.	
4th quarter, 1868	30,966	5,304	103,830	134,435	173,530	41,583	15,007	11,960	13,707	\$341,738 33
4th quarter, 1867	19,300	5,931	42,444	84,592	260,261	65,206	...	47,510	16,315	325,628 87
yr, 1868	11,668	...	61,376	49,843	...	...	15,007	...	...	16,049 46
yr, 1867	...	627	...	...	66,731	23,621	...	35,550	2,603	...
1868	57,670	11,144	109,504	742,882	258,914	41,583	15,007	11,960	16,25	\$1,340,469 28
1867	51,889	11,111	60,939	243,958	403,471	70,646	...	58,48	16,315	1,205,622 02
yr, 1868	5,781	33	48,565	138,924	...	...	14,949	...	...	134,847 24
yr, 1867	...	...	...	...	150,557	29,061	...	36,484	64	...

Comparative table of the domestic exports from the port of Honolulu, Hawaiian Islands, showing the annual increase and decrease of the staple products, commencing in the year 1852.

	Sugar.	Molasses and syrup.	Paddy.	Rice.	Coffee.	Salt.	Fungus.	Flour.	Poi.	Bananas.
	Lbs.	Galls.	Lbs.	Lbs.	Lbs.	Tons.	Lbs.	Bbls.	Bbls.	Bchs.
...	699,170	62,030	...	...	134,067	874	4,856	...	...	200
...	640,716	75,769	...	...	45,496	514	23,542	...	34	...
...	575,777	68,372	...	...	87,704	630	10,260	...	...	254
...	289,909	38,304	...	...	77,616	791	460	453	...	16
...	534,805	58,842	...	...	63,532	586	34,317	327	...	93
...	701,556	48,488	...	...	311,807	194	34,482	79	...	...
...	1,204,061	75,181	...	...	64,866	1,125	38,891	810	...	150
...	1,426,620	87,513	...	...	82,528	884	63,297	206	629	...
...	1,444,271	108,613	...	...	48,966	884	178,794	1,094	649	50
...	2,562,498	128,259	...	...	45,368	762	278,330	...	490	...
...	3,005,603	130,445	801,899	111,008	146,463	5984	301,417	2,257	126	121
...	5,292,121	114,413	598,291	121,45	123,17	656	279,158	762	620	60
...	10,414,441	340,436	103,320	319,835	50,083	729	368,835	1,298	271	2,031
...	15,318,997	542,819	...	151,257	263,715	1204	223,979	12	478	1,211
...	17,127,187	544,994	572,099	441,750	127,546	107	167,668	...	649	2,913
...	18,312,926	492,839	862,954	40,450	78,373	5404	76,781	...	484	3,966

*A comparative table of the domestic exports from the port of Honolulu, &c.—Continued.*

Year	Beef.	Cotton.	Goat-skins.	Hides.	Tallow.	Palm.	Wool.	Pork.	Whale oil.	Sperm oil.	Whl. bone.
	<i>Bbls.</i>	<i>Lbs.</i>	<i>Pcs.</i>	<i>Pcs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Bbls.</i>	<i>Galls.</i>	<i>Galls.</i>	<i>Lbs.</i>
1852	84	.....	20,779	1,019	4,904	25,088	.....	.....	.....	.....	.....
1853	.....	.....	5,800	1,741	16,113	10,100	10,824	.....	.....	.....	.....
1854	213	.....	10,980	3,006	15,405	33,731	11,745	.....	.....	.....	.....
1855	69	.....	103,700	4,331	56,000	82,558	4,750	.....	.....	.....	.....
1856	173	.....	70,914	5,358	90,300	290,250	13,912	12	148,671	6,297	64,915
1857	1,465	.....	49,505	9,835	160,700	2,8,370	63,250	30	53,312	2,953	21,997
1858	1,071	.....	35,901	13,201	191,800	377,160	29,750	.....	86,959	.....	39,300
1859	230	.....	45,345	14,001	212,100	414,757	50,000	6	219,187	.....	60,480
1860	227	.....	37,298	19,964	24,975	649,204	70,524	.....	137,893	.....	14,474
1861	203	.....	21,945	7,463	233,100	530,835	119,937	.....	128,348	6,794	27,003
1862	108	.....	53,078	15,461	242,942	738,064	40,368	.....	57,381	11,392	27,016
1863	27	3,122	43,646	16,366	282,640	425,084	231,183	22	137,855	3,696	37,873
1864	64	2,518	32,333	12,049	189,700	643,477	136,667	11	123,023	8,360	45,402
1865	110	1,780	54,988	3,849	179,545	22,206	144,085	.....	111,421	2,280	33,716
1866	77	22,289	76,115	8,331	159,731	212,026	73,131	.....	46,214	44,968	56,640
1867	.....	13,512	51,889	11,111	60,939	203,958	409,471	.....	70,646	58	48,444
1868	149	8,413	57,670	11,144	109,504	342,222	258,914	.....	41,585	15,007	11,380

*A comparative table of the domestic exports from the port of Honolulu, &c.—Continued.*

Year.	Peanuts.	Corn.	Irish potatoes.	Sweet potatoes.	Cocoanuts.	Oranges.	Limes.	Total value of all domestic exports.
	<i>Lbs.</i>	<i>Lbs.</i>	<i>Bbls.</i>	<i>Bbls.</i>				
1852	.....	1,500	1,320	120	.....	.....	2,050	\$20,126 88
1853	.....	.....	5	.....	2,000	.....	.....	63,591 10
1854	.....	.....	216	847	300	4,200	32,000	101,054 70
1855	.....	.....	.....	2,159	.....	bxs 118	30,000 bxs 13	113,816 67
1856	.....	.....	189	1,680	.....	67,000 bxs 303	4,000 bxs 40	943,055 77
1857	.....	.....	.....	.....	.....	.....	bxs 20	947,703 91
1858	3,000	.....	.....	646	.....	bxs 4	14,100 bxs 5	306,716 11
1859	.....	.....	.....	1,837	.....	.....	.....	436,775 22
1860	.....	.....	14	1,013	700	bxs 2	.....	334,498 05
1861	.....	54,734	40	435	3,980	.....	.....	404,172 74
1862	.....	54,238	.....	2,725	.....	1,000	5,000 bxs 14	532,941 87
1863	.....	.....	.....	534	580	45,400 bxs 67	bxs 9	678,213 54
1864	1,000	78,455	419	.....	17,491	61,000 bxs 63	77,000 bxs 27	966,843 58
1865	50,151	29,853	.....	.....	14,847	128,100 bxs 432	79,450 bxs 78	1,430,211 08
1866	44,662	.....	25	560	26,474	106,777 bxs 713	63,550 bxs 25	1,398,821 61
1867	16,315	.....	221	.....	20,265	3,000 bxs 165	29,500 bxs 17	1,803,822 08
1868	16,251	.....	7	.....	13,299	26,750 bxs 54	54,200 bxs 13	1,340,489 26

*No. 1.—Imports, port of Honolulu, Hawaiian Islands, 1868.*

	Value of goods paying duty.	Value of goods in bond.	Total.
Als, porter, and beer	\$25,756 82	\$12,316 68	\$38,073 76
Animals	275 00	.....	275 00
Building materials	19,394 34	6,581 64	25,975 98
Clothing, hats, boots	218,633 09	14,817 77	233,450 86
Crockery and glassware	10,823 27	125 98	10,949 25
Drugs	16,372 00	.....	16,372 00
Dry goods—cottons	224,228 39	12,703 73	236,932 12
silks	15,173 02	.....	15,173 02
woolens	15,212 37	.....	15,212 37
Pancy goods, millinery, &c.	60,637 34	7,734 39	68,371 73
Fish, (dry and salt)	56,679 78	2,110 72	58,790 50
Flour	21,025 69	.....	21,025 69
Fruits, (fresh)	35,749 15	22,533 00	58,282 15
Furniture	2,302 68	16 50	2,319 18
Furs and ivory	33,080 56	.....	33,080 56
Grain	166 75	20,073 36	20,240 11
Groceries and provisions	9,456 07	22 20	9,478 27
Hardware, agricultural implements, tools, &c.	69,195 45	73,826 38	143,021 83
Iron and steel	104,359 78	5,926 64	110,286 42
Jewelry, plate, clocks	5,660 43	.....	5,660 43
Lumber	11,930 20	.....	11,930 20
Machinery	51,864 29	1,900 00	53,764 29
	4,958 91	894 71	5,853 62



No. 1.—Imports, port of Honolulu, Hawaiian Islands, 1868—Continued.

	Value of goods paying duty.	Value of goods in bond.	Total.
.....	\$27,568 89	\$44,919 32	\$72,488 21
kerosene, cocoanut, &c.....	8,926 50	191,174 02	200,100 52
.....	8,049 74	.....	8,049 74
ollet articles.....	6,004 48	.....	6,004 48
aint oils.....	24,514 39	344 76	24,859 15
rriages, &c.....	28,697 79	54 80	28,752 59
ainers.....	21,870 68	57,113 92	78,984 60
.....	.....	35,907 23	35,907 23
ooks, &c.....	20,468 82	747 58	21,216 40
.....	9,199 14	58 39	9,257 53
.....	3,269 60	87 00	3,356 60
ars.....	7,093 52	9,551 62	16,645 14
.....	.....	64,739 11	64,739 11
.....	9,533 23	2,597 37	12,130 60
handise, not included in the above.....	34,075 25	13,715 10	47,790 35
handise, imported by whalers.....	1,185 69	.....	1,185 69
ecified merchandise.....	1,309 39	307 08	1,616 47
nvoices.....	23,364 98	4,440 68	27,805 66
per cent. added on uncertified invoices.....	6,742 62	.....	6,742 62
.....	1,254,808 05	606,262 08	1,861,070 13
.....	.....	\$5,249 13	.....
United States currency.....	.....	53,896 13	.....
d short.....	.....	1,878 69	.....
.....	.....	.....	61,023 95
.....	.....	.....	1,800,046 18

No. 2.—Cargoes invoiced above \$10,000.

Nation.	Where from.	Value.
.....	San Francisco.....	\$27,254 47
.....	do.....	30,729 27
.....	London.....	30,671 68
.....	San Francisco.....	76,324 62
.....	do.....	14,434 84
.....	Boston.....	90,832 36
.....	Hamburg.....	52,667 24
.....	San Francisco.....	29,211 62
.....	do.....	47,671 41
.....	do.....	24,350 88
.....	do.....	43,909 14
.....	do.....	25,222 19
.....	Hong Kong.....	15,859 81
.....	San Francisco.....	47,222 42
.....	do.....	11,227 51
.....	do.....	18,868 66
.....	do.....	16,086 00
.....	do.....	45,951 80
.....	Hamburg.....	109,374 62
.....	San Francisco.....	36,336 24
.....	do.....	47,971 88
.....	do.....	15,894 35
.....	do.....	80,596 44
.....	Sea.....	12,624 92
.....	Boston.....	79,757 31
.....	San Francisco.....	43,688 18
.....	Sea.....	14,932 92
.....	San Francisco.....	23,408 35
.....	Bremen.....	49,806 37
.....	New Bedford.....	60,455 74
.....	Boston.....	40,463 97
.....	Sea.....	20,813 77
.....	do.....	19,879 92
.....	do.....	38,801 34
.....	do.....	18,800 91
.....	San Francisco.....	37,872 81
.....	do.....	18,317 19
.....	Liverpool.....	81,610 26
.....	Manga.....	10,116 37
.....	Sea.....	12,527 19
.....	do.....	22,584 02
.....	San Francisco.....	43,843 38
.....	do.....	46,345 42

## No. 3.—Domestic exports, port of Honolulu, 1868.

Sugar, 18,312,926 pounds; molasses, 492,639 gallons; paddy, 862,954 pounds; rice, 40,450 pounds; coffee, 78,373 pounds; salt, 5404 tons; fungus, 76,781 pounds; poi, 44 barrels; bananas, 3,966 bunches; beef, 149 barrels; cotton, 8,413 pounds; goat-skins, 57,670 packages; hides, 11,144 packages; tallow, 109,504 pounds; pulu, 342,882 pounds; wool, 258,914 pounds; whale oil, 41,585 gallons; sperm oil, 15,007 gallons; whalebone, 11,960 pounds; peanuts, 16,251 pounds; cocoanuts, 13,299; oranges, 26,750, boxes 54; limes, 54,200, boxes 13; potatoes, 7 barrels; preserves, 5 cases; vegetable roots, 8 kegs; plants, 4 boxes; hay, 4 tons; sugar cane, 3 bundles; sheep 3; rattan, 15 bundles; castor beans, 10,881 pounds; arrowroot, 246 pounds; sharks' fins, 1 box; koa lumber, 11,080 feet; gold fish 300; tamarinds, 3 bags; beeswax, 1 box; soap stock, 67 packages; slush, 41 barrels.

Total value of domestic produce exported, including the catch of Hawaiian whalers.....	\$1,340,469 26
Furnished as supplies to whalers, as per estimate.....	56,800 00
Furnished as supplies to merchantmen, as per estimate.....	20,000 00
Furnished as supplies to national vessels, as per estimate.....	15,000 00
All other ports, all vessels, cargoes and supplies, estimated.....	18,000 00
	<u>1,449,269 26</u>

## Total of all exports, port of Honolulu.

Value of foreign goods exported.....	\$447,946 37
Value of domestic goods exported.....	1,340,469 26
Value of domestic goods furnished as supplies.....	109,800 00
	<u>1,898,215 63</u>

## No. 4.—Merchant vessels and steamers at the ports of the Hawaiian Islands, 1868.

Nation.	Honolulu.				Kauai.		Hilo.		Total.	
	Inside.		Outside.		No.	Tons.	No.	Tons.	No.	Tons.
	No.	Tons.	No.	Tons.						
American .....	46	24,501	16	14,185	1	84	3	1,085	66	25,755
Hawaiian .....	21	5,546	1	180					22	5,726
British .....	14	4,269	2	781					16	5,050
Tahitian .....	3	223							3	223
Italian .....	1	564	1	890					2	1,454
Russian .....	1	1,024							1	1,024
Prussian .....	1	391							1	391
French .....			1	770					1	770
Swedish .....							1	280	1	280
Total .....	87	36,578	21	16,806	1	84	4	1,365	113	54,733

## Whaling vessels at the ports of the Hawaiian Islands, 1868.

Nation.	Honolulu.		Kauai.	Hilo.	Lahaina.	Total.
	Inside.	Outside.				
American .....	62	35	26	10	10	133
Hawaiian .....	6					6
North German Confederation .....	2					2
Tahitian .....	1	1				2
Total .....	71	36	26	10	10	151

No. 5.—*Transshipment of oil and bone from Honolulu, 1868.*

To what country.	Sperm oil.	Whale oil.	Whalebone.
SPRING SEASON.			
	Gallons.	Gallons.	Pounds.
To United States .....	96, 070	192, 225	96, 052
To North German Confederation .....		20, 395	9, 676
Total spring shipments .....	96, 070	212, 620	105, 728
FALL SEASON.			
To United States .....	8, 850	541, 580	400, 732
To North German Confederation .....	1, 858	20, 713	89, 583
Total fall shipments .....	10, 708	562, 293	490, 315
Year's shipments .....	106, 778	774, 913	596, 043

No. 6.—*Spirits taken out of bond for consumption at Honolulu, 1868.*

Quarter.	Rum.	Gin.	Brandy.	Whisky.	Alcohol.	Sherry.	Port.	C. cordial.	Sundries.
	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Ect.	Galls.
First quarter .....	60	996	1, 179	661	163	214	138	3	136
Second quarter .....	137	910	1, 090	483	30	179	76	24	49
Third quarter .....	134	1, 059	1, 024	700	283	217	135	5	109
Fourth quarter .....	147	2, 095	1, 741	1, 260	43	357	103	7	47
Total .....	484	5, 060	5, 034	3, 104	549	967	452	39	341

No. 7.—*Value of goods paying duty imported, and of goods, including spirits, bonded at Honolulu.*

Country.	Goods paying duty.	Goods bonded.
United States, Pacific side .....	\$763, 022 02	\$112, 526 42
United States, Atlantic side .....	120, 797 28	136, 462 99
North German Confederation .....	188, 412 30	26, 234 53
Great Britain .....	76, 576 03	26, 268 82
British Columbia .....	28, 283 26	8, 559 79
as by whalers .....	2, 732 35	252, 234 77
Islands of the Pacific .....	1, 922 90	23, 530 59
Asian possessions .....	2, 713 50	14, 957 73
Hong Kong .....	7, 633 88	8, 261 93
Japan .....	2, 180 37	3, 007 00
India .....	2, 012 94	3, 307 05
Tahiti .....	1, 123 71	
Total .....	1, 197, 410 54	615, 411 62

No. 8.—*Customs receipts, Honolulu.*

Import duties, goods .....	\$119, 432 78
Import duties, spirits .....	45, 827 40
Import duties, bonded goods .....	12, 707 52
Slanks .....	5, 674 00
Tees .....	1, 941 75
Storage .....	6, 704 39
Hospital fund, (passengers) .....	1, 174 00
Hospital fund, (seamen) .....	1, 648 09
Boys .....	422 00
Boasting licenses .....	1, 336 45
Boatenger licenses .....	753 00
Boats .....	324 00

Interest.....	\$273 94
Wharfage.....	10,344 12
Fines and forfeitures.....	156 45
Registry.....	392 75
Samples.....	10 00
	<hr/>
	209,122 64
	<hr/>
Honolulu.....	\$209,122 64
Lahaina.....	225 16
Hilo.....	590 50
Kawaihae.....	99 00
Koloa.....	21 00
Kealakekua.....	18 00
	<hr/>
	210,076 30
Receipts for 1867.....	220,599 91
	<hr/>
Decrease for 1868.....	10,523 61
	<hr/>

No. 9.—*Value of goods imported at Honolulu free of duty.*

Animals and birds.....	\$2,429 13
Bags and containers, returned.....	4,629 63
Books, printed in Hawaiian.....	2,505 56
Coals.....	9,626 30
Diplomatic representatives.....	1,826 90
Goods, old and in use.....	5,163 87
Foreign whalers.....	8,403 51
Hawaiian whalers.....	40,557 17
His Majesty.....	805 59
Hawaiian government.....	18,908 29
Iron, plate and pig.....	4,155 95
Plants and seeds.....	85 99
Postage stamps.....	300 00
Returned cargo.....	288 00
Specie, (\$95,110.).....	
Sheathing metal.....	13,015 54
Sundries, by permission.....	247 45
Tanning material.....	397 53
United States navy.....	2,982 65
	<hr/>
	116,329 06
	<hr/>
Imports at Hilo, free.....	\$1,044 69
Imports at Hilo, dutiable.....	5,040 12
Imports at Kealakekua, free.....	387 52
Imports at Kawaihae, free.....	153 40
Imports at Lahaina, dutiable.....	13 77
	<hr/>
Total at other ports than Honolulu.....	6,639 50
	<hr/>

No. 10.—*Résumé—Imports.*

Value of goods paying duties.....	\$1,197,410 54
Value of goods and spirits bonded.....	615,411 62
Value of goods imported free.....	116,329 06
Value of goods imported at Lahaina, duty paid.....	13 77
Value of goods imported at Hilo, duty paid.....	5,040 12
Value of goods imported at Hilo, free.....	1,044 69
Value of goods imported at Kawaihae, free.....	153 40
Value of goods imported at Kealakekua, free.....	387 52
	<hr/>
	1,935,790 72
	<hr/>

Tabular statement showing the principal domestic exports from the port of Honolulu during the first quarter of 1868, as compared with that of 1867.

r.	Sugar.	Molasses.	Paddy.	Rice.	Coffee.	Salt.	Fungus.	Pol.	Bananas.
	Lbs.	Galls.	Lbs.	Lbs.	Lbs.	Tons.	Lbs.	Bbls.	Bunches.
1868.....	3,485,484	82,382	11,803	6,500	12,381	147½	19,754	138	916
1867.....	4,549,736	161,070	274,620	82,500	74,230	45½	86,029	103	710
.....	.....	.....	.....	.....	.....	102½	.....	35	206
8.....	1,064,252	78,688	262,817	76,000	61,249	.....	66,275	.....	.....

r.	Cotton.	Gt. skins.	Hides.	Tallow.	Pulu.	Wool.	Whale oil.	Total value of domestic exports.
	Lbs.	Pcs.	Lbs.	Lbs.	Lbs.	Lbs.	Galls.	
1868.....	.....	10,612	77,991	5,684	58,908	.....	.....	\$245,022 71
1867.....	6,375	9,900	14,925	15,943	23,222	148,310	54,400	330,641 03
.....	.....	712	63,065	.....	35,686	.....	.....	.....
8.....	6,375	.....	.....	10,259	.....	148,310	5,440	85,618 32

MARCH 31, 1868.

Showing the description, quantity, and value of the inward and outward cargoes of vessels arrived at and departed from this port during the first quarter ended this day.

INWARD CARGOES.

59,628 gallons, at \$1 per gallon.....	\$59,628 00
89,680 gallons, at 31 cents per gallon.....	27,800 80
1 pound, at 60 cents per pound.....	1,800 00
.....	.....
Total value of oil and bone.....	89,228 80

OUTWARD CARGOES.

6,866 gallons, at \$1 per gallon.....	\$6,866 00
32,130 gallons, at 31 cents per gallon.....	9,960 30
.....	.....
Total value of oil.....	16,826 30
Merchandise per vessels outward.....	173,062 80
.....	.....
Total outward cargoes.....	189,889 10

Value of cargoes of merchant vessels, consisting chiefly of the productions of the United States.....	\$257,720 95
Value of cargoes of merchant vessels, consisting chiefly of Hawaiian products: Sugar, molasses, coffee, pulu, rice, fungus, wool, hides, cotton, and skins.....	173,062 80
.....	.....
Difference between actual imports and exports.....	84,658 15

Statement showing the commerce at the port of Honolulu, Hawaiian Islands, from 1860 to 1868, inclusive,

	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
<b>IMPORTS.</b>									
Goods paying duty from the United States .....	\$584, 217 08	\$342, 362 27	\$404, 785 50	\$427, 272 12	\$619, 209 41	\$727, 769 93	\$891, 946 85	\$206, 502 83	\$883, 819 30
From all other countries .....	182, 939 36	95, 249 47	208, 081 46	296, 496 99	341, 435 27	454, 996 48	433, 685 12	421, 240 23	310, 858 89
Goods and spirits bonded from the United States .....	128, 604 02	67, 878 41	52, 794 21	77, 444 61	152, 015 08	139, 316 91	224, 513 58	256, 269 78	249, 049 41
From all other countries .....	117, 964 66	34, 172 87	71, 166 71	84, 409 71	94, 020 52	115, 342 72	130, 717 63	121, 022 27	114, 127 44
Entries duties free from all countries .....	135, 721 43	105, 758 78	112, 717 69	95, 537 72	189, 462 36	204, 997 64	149, 408 69	133, 463 31	116, 329 06
Total .....	1, 149, 536 55	645, 467 80	830, 145 57	981, 161 15	1, 396, 142 64	1, 672, 373 62	1, 830, 271 87	1, 738, 498 42	1, 674, 181 10
<b>EXPORTS.</b>									
Domestic products .....	284, 878 59	329, 792 54	504, 388 37	584, 549 39	880, 141 09	1, 340, 506 30	1, 297, 284 61	1, 151, 506 20	1, 303, 651 20
Pounds of sugar exported .....	1, 144, 271 00	2, 562, 498 00	3, 005, 603 00	5, 292, 121 00	10, 414, 441 00	15, 318, 097 00	17, 729, 161 00	17, 127, 187 00	18, 312, 926 00
<b>TRANSHIPMENTS.</b>									
Gallons of sperm oil to the United States .....	43, 984 00	19, 764 00	12, 522 00	45, 679 00	29, 486 00	34, 268 00	68, 512 00	101, 344 00	104, 920 00
To all other countries .....	.....	671 00	.....	11, 008 00	4, 374 00	.....	.....	1, 871 00	1, 258 00
Gallons of whale oil to the United States .....	459, 110 00	727, 648 00	312, 348 00	461, 672 00	529, 210 00	529, 349 00	118, 879 00	726, 947 00	733, 805 00
To all other countries .....	69, 773 00	68, 340 00	148, 019 00	213, 672 00	79, 242 00	49, 144 00	15, 476 00	34, 928 00	41, 108 00
Pounds of whalebone to the United States .....	447, 493 00	496, 916 10	85, 525 00	253, 241 00	282, 377 00	290, 656 00	593, 117 00	350, 361 00	496, 784 00
To all other countries .....	33, 742 00	30, 994 00	108, 395 00	83, 802 00	46, 954 00	46, 738 00	18, 061 00	54, 769 00	99, 259 00
<b>INWARD CARGOES OF AMERICAN VESSELS.</b>									
Merchandise .....	730, 931 98	426, 925 08	498, 992 15	558, 226 84	947, 621 67	813, 893 65	1, 129, 617 67	578, 904 39	957, 626 93
Sperm oil .....	101, 951 37	144, 852 75	65, 854 47	109, 901 97	139, 231 92	60, 486 32	212, 105 32	219, 515 52	145, 148 14
Whale oil .....	1, 494, 271 60	1, 019, 273 87	438, 740 85	567, 066 65	524, 724 67	614, 821 18	886, 200 08	543, 087 58	502, 072 16
Whalebone .....	461, 247 50	303, 050 40	200, 543 50	343, 275 55	242, 411 00	289, 614 00	338, 655 15	367, 631 57	221, 050 00
Fur seal-skins .....	.....	.....	.....	.....	.....	.....	.....	.....	60, 000 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	1, 885, 897 23
<b>OUTWARD CARGOES OF AMERICAN VESSELS.</b>									
Merchandise .....	471, 843 00	297, 976 40	481, 553 07	489, 046 09	771, 897 17	1, 084, 876 74	1, 168, 893 55	289, 872 62	1, 066, 897 16
Sperm oil .....	123, 698 74	141, 787 80	61, 934 99	65, 167 86	117, 826 30	39, 776 00	123, 618 04	138, 947 09	153, 725 40
Whale oil .....	1, 465, 882 65	924, 222 60	445, 202 48	976, 392 08	419, 044 77	375, 308 22	655, 892 80	313, 019 18	310, 402 05
Whalebone .....	462, 828 00	279, 880 85	189, 656 50	91, 107 48	209, 808 66	252, 573 87	183, 979 67	244, 115 14	220, 612 70
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	1, 751, 437 31

NOTE.—"Imports and exports" do not include oil and bone, nor the catch of Hawaiian whaling vessels; "pounds of sugar exported" does not include supplies furnished whaling and other vessels; "inward cargoes of American vessels," "merchandise," "chiefly products and manufactures of the United States," "outward cargoes of American vessels," "merchandise," almost wholly "sugar" and other products of the Hawaiian Islands.



HILO.—J. WORTH, *Acting Consul.*

MARCH 31, 1868.

*Statement showing the description and value of the exports from this port to the United States during the quarter ended this day.*

sugar.....	\$2,782 22
Ice, sugar, and arrowroot.....	37 30
Total for quarter ended March 31, 1868.....	<u>2,819 52</u>

SEPTEMBER 30, 1868.

I have the honor in this my annual report to state that the legislative assembly of this kingdom met on the 18th day of April last past, and at during its session an act was passed granting a subsidy of \$25,000 per year for two years (under certain restrictions) to a line of steamers to run between San Francisco and Honolulu; also, a sum of \$15,000 for inter-island steamers; appropriations were also made for erecting light-houses at several of the principal ports, levying a tax of three dollars on each vessel arriving from a foreign port for their support; reducing the lawful rate of interest from twelve to nine per cent. per annum. There are ten sugar plantations in this consular district, which have during the past year manufactured about twenty-five hundred tons sugar, and about twenty-four thousand pounds molasses. The quantity of rice, coffee, goat-skins, and hides exported do not differ much from that of the year previous, while the quantity of arrowroot has been less, and cotton has been raised; some considerable fruit, such as cocoanuts and bananas, have been sent to Honolulu for shipment to San Francisco. Exports of lumber, lime, cement, fish, flour, &c., are increasing yearly. Want of labor is seriously felt on the plantations. The shipping of this district consists of two small vessels of less than one hundred tons. Exchange on San Francisco, two and a half per cent.; New Bedford, five per cent.; inter-island exchange, two per cent. No severe shocks of earthquakes since April 2, though light shocks are almost daily felt. The cause of the tidal waves of August 14, 15, and 16, as yet have not been accounted for. Very little action at the crater of Kilcais; no volcanic action of much force. Still the escape of gases and steam in many places is large, evidently showing that vent is required, and that another eruption must soon take place.



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## **PART II.**

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**NAVIGATION AND COMMERCE**

**OF THE**

**UNITED STATES WITH FOREIGN COUNTRIES**

**DURING THE**

**YEAR ENDED SEPTEMBER 30, 1868.**

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NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES DURING THE YEAR ENDED SEPTEMBER 30, 1868.

[MADE UP FROM CONSULAR RETURNS.]

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	No. of ships.	Where from.	No. of ships.	Where to.	Description.	Value.	Description.	Value.	
BRITISH DOMINIONS. ABERDEEN. A. Brand. Quarter ended December 31, 1867. Quarter ended March 31, 1868.* Quarter ended June 30, 1868.† 4th quarter.....	.....	No arrivals	.....	.....	.....	.....	No departures	.....	
	1	Callao	1	In port	1,300 tons gumbo	\$75,504 00	1	In port	.....
	1	In port	1	Aberdeen	Before reported	.....	1	Ballast	.....
	.....	No arrivals	.....	.....	.....	.....	No departures	.....	
	.....	.....	.....	.....	.....	.....	.....	.....	.....
ADEN. W. H. Nichols. Quarter ended December 31, 1867.‡	2	Liverpool	1	Calcutta	1,644 tons coal	94,800 00	1	672 pkgs. coffee	.....
	1	.....	1	Bengal	1,400 tons coal	23,538 00	1	132 pkgs. seneca leaves	.....
	2	Newport, Eng.	1	Malmain	1,305 tons coal	19,300 00	1	130 pkgs. gum arabic	.....
	1	.....	1	Akyab	1,200 tons coal	23,538 00	1	253 pkgs. coffee	.....
	2	London	1	Amherst	1,083 tons coal	15,488 00	1	850 pkgs. coffee	.....
	1	.....	1	Abyedula	1,900 tons coal	16,940 00	1	18 pkgs. myrrh	.....
	4	Zanzibar	1	Laboon	Drills and tobacco	1,000 00	1	306 pkgs. gum arabic	.....
	1	.....	1	Boston	General cargo	30,000 00	1	16 pkgs. myrrh	.....
	1	.....	1	New York	do	25,000 00	1	2,341 6-20 score skins	.....
	1	.....	1	Salem	do	30,000 00	1	1,800 pkgs. coffee	.....
	1	Cardif	1	Callao	1,400 tons coal	31,780 00	1	150 pkgs. gum arabic	.....
	1	Kurrachee	1	Abyedula	Stored	.....	1	12 pkgs. gum myrrh, 105 pkgs. sen- eca leaves, 26 score hides, 3,030 score skins	.....
	13	.....	13	.....	.....	520,920 00	13	.....	802,791 34



From July 1 to August 26, 1868.†	1 Shields .....	1 Calcutta .....	1 1,730 tons coal .....	25,119 00	1 99 pkgs. gum myrrh .....
	1 Annealey Bay ...	1 Galle .....	1 War stores for Abyssinia.....	.....	1 150 pkgs. coffee .....
	1 Liverpool.....	1 Batavia .....	1 1,800 tons coal .....	26,136 00	1 27 pkgs. gum myrrh.....
	1 Sunderland.....	1 Amboyna.....	1 1,900 tons coal .....	17,424 00	1 80 pkgs. salt hides .....
	12 .....	12 .....	12 .....	258,886 96	12 .....
	2 Liverpool.....	1 Batavia .....	1 1,800 tons coal .....	25,400 00	1 Goat and sheep-skins, hides, cof-
	2 Newport .....	1 Not stated .....	1 1,747 tons coal .....	5,241 00	fee, beef, pork, bread, mackerel,
	1 Zanzibar .....	2 Rangoon .....	2 2,900 tons coal .....	8,700 00	&c.
	5 .....	1 Boston .....	1 150 tons general cargo.....	440,121 41	4 Ballast .....
	2 Calcutta .....	1 Rangoon .....	1 General cargo.....	133,731 85	1 General cargo.....
Quarter ended December 31, 1867.†	1 Monte Video.....	1 In port .....	1 .....	.....	1 In port .....
	3 .....	1 .....	1 Ballast .....	.....	1 .....
	1 Monte Video.....	1 Falmouth.....	1 Ballast .....	.....	1 7,250 bags rice .....
	2 Rangoon .....	2 Calcutta .....	2 General cargo .....	.....	2 Ballast .....
	2 Bombay .....	2 Falmouth.....	2 Ballast .....	.....	2 34,769 bags rice .....
	3 Calcutta .....	2 Rangoon .....	2 General cargo.....	.....	2 Ballast .....
	1 Singapore .....	1 Falmouth.....	1 Ballast .....	.....	1 16,932 bags rice .....
	1 Aden .....	1 .....	1 .....	.....	1 20,300 bags rice .....
	2 Madras .....	1 .....	1 .....	.....	1 13,500 bags rice .....
	12 .....	2 .....	2 .....	.....	2 28,800 bags rice .....
Quarter ended June 30, 1868.††	1 Rangoon .....	1 Calcutta .....	1 General cargo.....	.....	1 General cargo.....
	1 Rio de Janeiro ...	1 Falmouth.....	1 Ballast .....	.....	1 14,137 bags rice .....
	1 Bombay .....	1 .....	1 .....	.....	1 12,536 bags rice .....
	2 .....	2 .....	2 .....	.....	2 .....
	12 .....	12 .....	12 .....	.....	12 .....
	2 .....	2 .....	2 .....	.....	2 .....
	1 .....	1 .....	1 .....	.....	1 .....
	1 .....	1 .....	1 .....	.....	1 .....
	1 .....	1 .....	1 .....	.....	1 .....
	1 .....	1 .....	1 .....	.....	1 .....

\* Entered and cleared : 1 ship, and 1 in port. Tonnage entered, 963.94.  
† Entered and cleared : 1 ship, and 1 in port. Tonnage before reported.  
‡ Entered and cleared : 12, class not given. Aggregate tonnage entered, 9,425.73.  
§ Entered and cleared : 12, class not given. Aggregate tonnage entered, 9,334.  
|| Entered and cleared : 5, class not given. Aggregate tonnage entered, 5,388.36.  
¶ Entered : 3, class not given. Cleared : 1, class not given—4, and 2 in port. Aggregate tonnage entered, 1,417.  
\*\* Entered and cleared : 12, class not given. Aggregate tonnage entered, 8,790.  
†† Entered and cleared : 5, class not given. Aggregate tonnage entered, 3,790.

COMMERCIAL RELATIONS.

CONSULATE, OF CONSUL, AND OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
SH DOMINIONS. ANYAB. J. Dickie. er ended June 30, 8—Continued.	1	Singapore .....	1	Falmouth.....	1	Ballast .....	1	17,445 bags rice .....
	1	Calcutta .....	1	Calcutta .....	1	General cargo.....	1	General cargo.....
	5	.....	5	.....	5	.....	5	.....
	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures.....
	.....	.....	.....	.....	.....	.....	.....	.....
ANTIGUA. H. A. Arrindell. rter ended December , 1867.*	1	Plymouth, N. C. ...	1	Navassa .....	1	Staves, tar, &c.....	1	Ballast .....
	3	New York.....	1	St. Martin .....	1	Provisions .....	1	.....do.....
	.....	.....	1	Pobce, P. R.....	1	.....do .....	1	.....do .....
	1	Washington .....	1	Bluefields.....	1	.....do .....	1	Part inward cargo.....
	5	.....	1	Washington .....	1	Lumber .....	1	Molasses and fruit.....
	.....	No reports.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
					2	52,461 gals. 631 puns. 14 bbla. 3 hbda. molasses & for 30 hhls more ?	2	52,461 gals. 631 puns. 14 bbla. 3 hbda. molasses & for 30 hhls more ?
					.....	.....	.....	18,525 90

11	New York.....	1	St. Thomas.....	1	beef, 50 pails lard, 5 bbls. 3 casks glass ware, 2 casks tobacco, 3,334 bbls. shoofs.	10,000 00	1	do .....	69,428 45
		6	New York.....	6	349 bbls. flour, 400 bbls. meal, 108 bbls. crackers, 179 bbls. bread, 1 bbl. pork, 5 bbls. sugar, 20 t-bbls. pork, 20 t-bbls. tongues, 100 bags oats, 405 bxs. can- dies, 200 pails lard, 3 bbls. 9 ca. hams, 55 pkgs. pickled fish, 11 kits beef, 12 ca. lager beer, 5 ca. cheese, 10 pkgs. turpentine, 600 bbls. shoofs.	125,000 00	6	1 hhd. 1,519 punc. 36 bbls. 90,696 galls. molasses, 107 hhd. 14 tea. 127 bbls. sugar, 1,409 lbs. copper, 114 lbs. brass, 1,515 lbs. lead, 100 bags cocoa, 199 tins arrowroot, 3 crates skina.	
		2	Jamaica .....	2	3,600 bbls. flour, 3,398 bbls. meal, 2,277 bbls. shoofs, 255 t-bbls. beef, 37 t-cs 25 kegs tobacco, 372 bbls. 465 bags bread, 900 bbls. crackers, 100 bags oats, 462 bbls. 420 bags peas, 300 bxs. cheese, 115 punc. 70 tea. 600 hhd. oil meal, 100 bags oil cake, 343 bbls. pork, 150 ca. matches, 1,050 pails lard, 8 tea. hams, 380 bbls. potatoes, 925 bags corn, 100 reams paper, 22 horses, 18 mules, 80 sheep, 50 doz. pails, 30 doz. brooms, 100 bxs. herring.	28,011 00	2	Ballast .....	
		1	Demerara .....	1	1,115 bbls. flour, 950 bbls. meal, 7,600 bbls. shoofs, 350 bags bread, 350 bbls. crackers, 75 bbls. 300 bags peas, 24 punc. oil meal, 200 pails lard, 300 bxs. candles, 250 bags corn, 30 bbls. onions. 500 bbls. flour, 100 bbls. crackers, 25 bbls. peas, 532 bbls. meal, 25 t-bbls. beef, 250 bags bread, 150 bags peas, 150 bags oats, 150 pails lard, 879 bbls. shoofs.	15,000 00	1	30 bbls. pork, 58 bags peas.....	600 00
		2	Trinidad ....	2	1,198 bbls. flour, 1,105 bbls. meal, 400 bbls. shoofs, 75 t-bbls. beef, 300 bags bread, 125 bbls. crackers, 100 bags oats, 75 bbls. 300 bags peas, 100 bxs. cheese, 57 bbls. pork, 200 pails lard, 20 horses, 68 mules.	57,000 00	2	Ballast .....	
3	Whaling.....	1	Whaling.....	1	600 bbls. whale oil.....	3,000 00	1	do .....	
		2	In port .....	2	175 bbls. whale oil.....	10,500 00	2	In port .....	

\* Entered and cleared: 5 schooners. Aggregate tonnage entered, 493.  
Entered: 6 barks, 10 brigs, 15 schooners—31, and 3 in port. Cleared: 7 barks, 11 brigs, 12 schooners—30, and 4 in port. Aggregate tonnage entered, 6,288.54.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES DURING THE YEAR ENDED SEPTEMBER 30, 1868.

[MADE UP FROM CONSULAR RETURNS.]

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels.	Where from.	No. of vessels.	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS.								
ABERDEEN.								
<i>A. Broad.</i>								
Quarter ended December 31, 1867.		No arrivals					No departures	
Quarter ended March 31, 1868.	1	Callao	1	In port	1,300 tons guano	\$75,504 00	In port	
Quarter ended June 30, 1868.	1	In port	1	Aberdeen	Before reported		Ballast	
4th quarter.		No arrivals					No departures	
ADEN.								
<i>W. H. Nichols.</i>								
Quarter ended December 31, 1867.	2	Liverpool	1	Calcutta	1,644 tons coal	94,920 00	1 673 pkgs. coffee	\$92,781 34
	2	Newport, Eng.	1	Bengal	1 600 tons coal	21,232 00	1 132 pkgs. musca leaves	
	2	London	1	Manila	1 306 tons coal	19,360 00	1 130 pkgs. gum arabic	
	4	Zanzibar	1	Akyab	1 219 tons coal	23,232 00	1 253 pkgs. coffee	
			1	Amherst	1 1,063 tons coal	15,468 00	1 850 pkgs. coffee	
			1	Abyssinia	1 1,900 tons coal	16,840 00	1 18 pkgs. myrrh	
			1	Laiboon	1 Drills and tobacco	1,000 00	1 396 pkgs. gum arabic	
			1	Boston	General cargo	30,000 00	1 16 pkgs. myrrh	
			1	New York	do	25,000 00	1 2,341 5/20 score skins	
			1	Baham	do	30,000 00	1 1,900 pkgs. coffee	
			1	Callao	1 1,400 tons coal	31,780 00	1 150 pkgs. gum arabic	
			1	Abyssinia	1 Stores		1 12 pkgs. gum myrrh, 105 pkgs. musca leaves, 66 score hides, 5,030 score skins.	
	19		19			250,938 00		92,781 34
From January 1, 1868, to June 30.	4	Newport, Eng.	1	Batavia	1 1,200 tons coal	17,494 00	1 1,900 pkgs. coffee	
			1	Callao	1 487 tons coal	5,173 00	1 75 boxes skins	







Quarter ended September 30, 1868.†

70		70		70		70		572, 582	70		194, 540
4	In port	9	New York	2	Before reported				2	Molasses and sugar	9, 763 00
		1	Cuba	1	do.				1	Ballast	17, 800 00
6	Philadelphia	2	Philadelphia	1	do.				1	Molasses and sugar	16, 803 00
		3	Turk's Island	6	Breadstuffs			94, 500 00	5	Ballast	91, 495 00
14	New York	1	Orchilla	14	do.			197, 400 00	9	Molasses, sugar, cocoas, skins, &c.	
		3	New York						3	In port	
2	Pasamauquoddy	2	St. Martin's						2	(1) inward cargo; (1) inward ballast	
5	Norfolk	1	St. Stephen's	7	Lumber			25, 000 00	1	Cargo not known	
		1	Fortune Island						1	Ballast	
		1	In port						1	In port	
		1	Navassa						4	Ballast	
		1	Tortola								
		2	Turk's Island								
1	Boston	1	Inagua	1	Ice			5, 000 00	1	do.	
1	Georgetown, S. C.	1	Georgetown, S. C.	1	Lumber			1, 000 00	1	In port	
33		33		33				322, 900 00	33		135, 791 00
3	Boston	2	Boston	2	116 hhds. tobacco, 10 bbla. tar, 5 bbla. pitch, 90 bbla. bread, 100 bbla. rum, 50 bbla. cotton cards, 2,889 pcs. 10,053 ft. boards, 50,000 shingles, 25 cs. cotton cards, 200 bbls. 40 bbla. shingles, and box samples.			13, 899 92	2	19,711½ --- ground nuts, 1,570 hides.	18, 981 33
		1	Cape de Verde	1	12 bbla. bread, 27 bbla. beef, 23 bbla. sugar, 56 tins lard, 15 bbla. pitch, 45 bbla. flour, 15 kits mackerel, 17 tins paint, 3 cs. fruit, 97 cs. cotton cards, 8 doz. palls, 8 nests tubs, 26 cs. oil, 29 hhds. tobacco, 10 rocking chairs, 34 bales cotton goods, 1 boat.			150, 000 00	1	2,392 hides	3, 175 94
1	Carabas	1	Cacheo	1	268 hides, 25 bags coffee, 1,434 goat-skins, 4,900 lbs. old metal and old rope, 19 ½-bbla. 1 bale 1 case tobacco, 20 cs. cotton cards, 15 bbla. bread, 2 bbla. sugar, 17 bbla. rum.			6, 000 00	1	Same as inward cargo	6, 000 00

\* Entered: 16 barks, 18 brigs, 27 schooners—63, and 7 in port. Cleared: 20 barks, 16 brigs, and 29 schooners—65, 1 condemned, and 4 in port. Aggregate tonnage entered, 10,707.83.  
† Entered: 11 barks, 8 brigs, 10 schooners—29, and 4 in port. Cleared: 11 barks, 8 brigs, and 10 schooners—29, and 4 in port. Aggregate tonnage entered, 5,819.52.  
‡ Entered: 4 brigs, 1 schooner—5. Cleared: 3 brigs, 1 schooner—4, and 1 in port. Aggregate tonnage entered, 607.

BATHURST.  
T. Brown.

From the 1st of July to December 31, 1867.‡

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. BARBADOS. <i>J. G. Morton.</i> Quarter ended December 31, 1867—Continued.	5	Norfolk.....	1	Turk's Island.....	1 254 bbla. flour, 304 bbla. shooks, 76,500 staves, 21 bags peas.	\$7,600 00	1 Ballast .....	.....
			2	Nevassa .....	2 197,800 staves.....	2,700 00	2 ...do .....	.....
			1	Sombrero.....	1 107,000 staves, 100 bags peas.....	2,000 00	1 ...do .....	.....
			1	St. Thomas .....	1 84,000 staves.....	4,000 00	1 ...do .....	.....
	1	Boston .....	1	In port .....	1 Ice, sheep, provisions, &c .....	.....	1 In port .....	.....
	1	Provincetown.....	1	In distress .....	1 6,949 staves, 59,500 shingles, 108,908 feet lumber.	3,115 00	1 In distress .....	.....
	1	Wilmington.....	1	St. Thomas .....	1 37,000 staves, 300,000 shingles, 20 bbla. resin, 25 bbla. tar, 10 bbla. turpentine.	4,000 00	1 Ballast .....	.....
	1	Georgetown, S.C.	1	St. Kitts .....	1 61,000 staves, 40, shingles, 28 bbla. tar, 6 bags peas.	4,500 00	1 Part inward cargo .....	.....
	1	Plymouth, N. C..	1	Antigua .....	1 .....	.....	1 Ballast .....	.....
	34	.....	34	.....	.....	348,996 00	.....	\$85,553 65
Quarter ended March 31, 1868.*	4	In port .....	1	Cienfuegos.....	1 Before reported .....	.....	1 Ballast .....	.....
	1	St. John's, N. F..	3	Whaling.....	3 ...do .....	.....	3 ...do .....	.....
			1	Porto Rico.....	1 625 casks codfish, 29 bbla. salmon, 247 bbla. herrings, 7 bbla. sounds, 1,800 bbla. wood hoops.	8,000 00	1 ...do .....	.....
	2	Wilmington.....	1	Whaling.....	1 Ballast .....	.....	1 ...do .....	.....
			1	Cuba .....	1 150,000 feet pitch-pine lumber .....	2,500 00	1 ...do .....	.....
	1	Montevideo .....	1	Matanzas .....	1 198 mules and 1 horse .....	8,448 00	1 ...do .....	.....
	22	Whaling.....	17	Whaling.....	9 711 bbla. whale oil.....	42,740 00	9 ...do .....	.....
			5	Ballast .....	5 Ballast .....	.....	5 ...do .....	.....
			3	Consular services .....	3 Consular services .....	.....	3 Consular services .....	.....
			1	St. Vincent, W. I.	1 55 bbla. Whale oil .....	3,300 00	1 Ballast .....	.....
1			1	Salem .....	1 Consular services .....	.....	1 Consular services .....	.....
			3	In port .....	3 365 bbla. whale oil .....	21,900 00	3 In port .....	.....
	1	Philadelphia .....	1	Demerara .....	1 700 bbla. flour, 700 bbla. meal, 600 bbla. bread, 200 bbla. crackers, 20 t-bbla. beef, 100 tea. lard, 8 tea. hams, 100 kegs mill grease, 465 bxs. soap.	15,000 00	1 Part of inward cargo.....	.....
2	Norfolk .....	1	Turk's Island.....	1	58,000 staves, 212,000 shingles.....	3,500 00	1 Ballast .....	.....



Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.	
BRITISH DOMINIONS. BARBADOS. J. G. Morton. Quarter ended March 31, 1868—Continued.									
	1	Darien, Ga.	1	Porto Rico.	75,000 feet lumber, 6 spars, 7,000 staves, 200,000 shingles.	\$6,800	1 Ballast		
	1	Jacksonville.	1	New York.	130,000 feet lumber.	2,400	1 Ballast		
			1	New York.	114,500 feet lumber.	2,290	1 276 punc. 12 hhds. molasses, 50 hhds. 150 bbls. sugar.	\$12,762 62	
	1	Nassau, N. P.	1	New York.	Came in for coal.		1 Came in for coal		
	1	Nassau River	1	In port.	107,000 feet lumber.	2,600	1 In port		
	1	Buenos Ayres	1	In port.	Ballast.		1 In port		
	55		55			416,978		66,669 72	
	Quarter ended June 30, 1868.*	7	In port	2	New York.	Before reported		15 4,051 punc. 234 hhds. 204 bbls. mo- lasses, 357 punc. 787 hhds. 180 tea. 508 bbls. sugar.	194,540
				1	Porto Rico.	do.			
			3	Whaling.	do.				
			1	Cienfuego.	do.				
15		New York	42	New York.	13,848 bbls. flour, 3,476 bbls. crackers, 686 bbls. peas, 1,859 bbls. bread, 1,598 bags peas, 1,896 bags bread, 75 bags 517 punc. 225 casks 338 hhds. oil meal, 66 horses, 18 mules, 45 doz. brooms, 79 bbls. chairs, 400 bags crackers, 655 tons guano, 4,916 bbls. shooks, 39 bbls. 3 casks, 10 bxs. 2 tea. hams, 50 kegs butter, 100 kegs mill grease, 10 bbls. phos. lime, 10 bxs. herring, 1,030 bxs. 533 t-bxs. candles, 950 bxs. soap, 616 ca. Florida water, 11,944 bbls. meal, 923 bbls. pork, 110 bbls. 459 t-bbls. beef, 4,635 bags oats, 3,914 bags corn, 1,344 bxs. cheese, 2,925 pails, 25 ca. lard, 1,913 cr. 170 bbls. kerosene oil, 160 doz. buckets, 26 bbls. pitch, 161 ca. matches, 50,000 staves, 253,000 shin- gles, 11 carriages, 10 kits tongues, 300 tons coal, 35 kegs nails, 5,000 feet white pine lumber, 25 bags starch, 28 casks glassware, 33 ca. books, 150 bags oil cake, 14 hhds. 167 bxs. 90	572,582	32 Ballast		
			1	Manzanillo.	Condemned and sold.		1 Condemned and sold		
			4	St. Kitts.	In port		4 In port		
			18	Whaling.	For consular services		18 For consular services		
				Trinidad de Cuba.					
				St. Thomas.					

Quarter ended September 30, 1868.†									
Shetlands	2	do	2	3,479 tons coal	1	do	1	General cargo	2,000 00
Boston	2	Bombay	1	Ice and general cargo	1	In port	1	In port	10 000 00
	13		13						82,000 00
Quarter ended December 31, 1867.**									
BRISTOL.									
Z. Eastman.									
Quarter ended March 31, 1868.††									
Quarter ended September 30, 1868.†									
In port	9	New York	1	Before reported	1	do	1	1,200 tons linseed	100,000 00
		Akyab	1	do	1	do	1	Ballast	
		Galle	3	do	3	do	3	do	
		Calcutta	2	do	2	do	2	do	
		Callao	1	do	1	do	1	do	
		Rangoon	1	do	1	do	1	do	
		Bombay	1	Government stores	1	do	1	do	
Annesley Bay	1			6,971 tons coal	4	do	4	do	
Liverpool	4	do	4	1,500 tons general merchandise	1	do	1	do	
London	1	do	1	1,656 tons coal	1	do	3	do	
Leith	3	do	3	2,852 tons coal	2	do		In port	
		In port		1,050 tons general merchandise	1	Bombay	1	Ballast	
Glasgow	1	Bombay	1	1,100 tons silk and tea	1	do	1	do	
Hong Kong	1	do	1	1,400 tons general merchandise	1	do	1	do	
Calcutta	1	do	1	3,400 tons ice and general merchandise	2	In port	2	In port	
Boston	2	In port	2						
	23		23						100,000 00
Quarter ended December 31, 1867.**									
In port	1			Before reported	1				
St. John's	1	Newport	2	480 std. deals	2		2	Ballast	
New York	3								
Bucksport	1	In port	4	Wheat and flour	3		4	In port	
	6		6				6		
Quarter ended March 31, 1868.††									
In port	4	Cardiff	4	Before reported	4		4	Ballast	
New York	1	In port	1	10,000 bush. wheat	1		1	In port	
	5		5						

\* Entered and cleared: 1 schooner.  
† Entered: 9 ships. Cleared: 2 ships, and 7 in port. Aggregate tonnage entered, 9,918.  
‡ Entered: 3 ships, 3 barks—6, and 7 in port. Cleared: 9 ships, 3 barks—12, and 1 in port. Aggregate tonnage entered, 5,470.  
§ Entered: 9 ships, 2 barks, 1 schooner—12, and 1 in port. Cleared: 4 ships, and 9 in port. Aggregate tonnage entered, 12,338.  
¶ Entered: 12 ships, 1 bark, 1 steamer—14, and 9 in port. Cleared: 13 ships, 3 barks, 1 schooner, 1 steamer—18, and 5 in port. Aggregate tonnage entered, 14,548.  
\*\* Entered: 2 ships, 3 barks—5, and 1 in port. Cleared: 2 ships, and 4 in port. Aggregate tonnage entered, 2,831.  
†† Entered: 1 ship, and 4 in port. Cleared: 2 barks, 2 ships—4, and 1 in port. Aggregate tonnage entered, 756.





47  
C Quarter ended March 31,  
1868. §

10	In port .....	3	Boston .....	3	Before reported .....	3	General cargo .....	1,995,165 35
		3	New York .....	3	do .....	3	do .....	
		2	London .....	2	do .....	2	Unknown .....	
		1	Hamburg .....	1	do .....	1	do .....	
		1	Sold .....	1	do .....	1	Sold .....	
8	Liverpool .....	4	New York .....	4	do .....	4	General cargo .....	
		2	Boston .....	2	Salt, &c .....	2	do .....	
		1	London .....	1	do .....	1	do .....	
		1	Akyab .....	1	do .....	1	do .....	
1	Port Adelaide .....	1	Boston .....	1	Unknown .....	1	do .....	
1	Maulmain .....	1	Moulmein .....	1	General merchandise .....	1	do .....	
1	Rangoon .....	1	Akyab .....	1	do .....	1	do .....	
1	Akyab .....	1	Rangoon .....	1	do .....	1	do .....	
1	For sale .....	1	Colombo .....	1	Unknown .....	1	For sale .....	
1	Boston .....	1	In port .....	1	Ice, apples, &c .....	1	In port .....	
1	Bombay .....	1	do .....	1	Unknown .....	1	do .....	
25		25		25		25		1,995,165 35

C. H. Bailey.

Quarter ended June 30,  
1868. ||

4	In port .....	3	Boston .....	3	Before reported .....	3	General merchandise .....	114,565 49
		1	New York .....	1	do .....	1	For sale .....	
3	East coast of Bay of Bengal .....	2	East coast of Bay of Bengal .....	2	General merchandise .....	2	General merchandise .....	
		1	Hong Kong .....	1	do .....	1	do .....	
1	Shields .....	1	New York .....	1	Unknown .....	1	do .....	
4	Liverpool .....	1	do .....	1	Salt .....	1	do .....	
		3	In port .....	3	Salt .....	3	In port .....	
2	Boston .....	1	Boston .....	1	Ice and general merchandise .....	1	General cargo .....	
		1	In port .....	1	do .....	1	In port .....	
1	Boston and Madras .....	1	Boston .....	1	do .....	1	General cargo .....	
1	Colombo .....	1	Bombay .....	1	General merchandise .....	1	do .....	
1	Bombay .....	1	In port .....	1	Ballast .....	1	In port .....	
1	Aden .....	1	do .....	1	do .....	1	do .....	
18		18		18		18		589,686 25

\* Entered: 2 barks, 4 ships—6, and 1 in port. Cleared: 2 ships, 1 bark—3, and 4 in port. Aggregate tonnage entered, 5,358.  
† Entered: 3 ships, 5 barks, 3 brigs—11, and 4 in port. Cleared: 6 ships, 5 barks, 2 brigs—13, and 2 in port. Aggregate tonnage entered, 8,083.  
‡ Entered: 12 ships, 1 steamer, 1 bark—14, and 3 in port. Cleared: 6 ships, 1 steamer, 3 class not given—10, and 7 in port. Aggregate tonnage entered, 13,890.69.  
§ Entered: 12 ships, 3 steamers—15, and 10 in port. Cleared: 8 ships, 3 steamers, 10 class not given—21, and 4 in port. Aggregate tonnage entered, 1,477.39.  
|| Entered: 3 steamers, 2 barks, 9 ships—14, and 4 in port. Cleared: 3 steamers, 1 bark, 8 ships—12, and 6 in port. Aggregate tonnage entered, 13,483.79.



Quarter ended December 31, 1887.	1/ In port	1/ Calcutta	1/ Before reported	1/ Ballast	2/ Part inward cargo
1 Boston	1 Calcutta	1 300 tons of tea	9,436 00	1	
		7 tons 16 lbs. tobacco	275 88		
		Lumber	34 72		
		30 bbls. tar and pitch	146 76		
		9 pkgs. sundries	580 48		
1 Liverpool	1 do	502½ tons coal	17,455 94	1	
3	3		27,967 78	3	
No arrivals					No departures
1 Boston	1 Rangoon	75 cwt. tobacco	2,904 00	1	
		200 tons tea	9,680 00		
		300 cases rock oil	484 00		
		75 lbs. apples	726 00		
		Damage	48 40		
		Printed books	48 40		
		108 pkgs. indigo	1,936 00		
		16,039 bags rice	34,726 60	1	
1 Calcutta	1 Calcutta	1,650 bags grain	2,950 00		
		125 bags dholl	500 00		
1 Sunderland	1 Madras	1,193 tons coal	11,548 34	1	
1 Aden	1 In port	1 Ballast		1	
4	4		86,601 64	4	
1 Shields	1 Sold	1 Sold		1	
1 Singapore	1 Bombay	35 chests tea	1,016 40	1	
1 Cardiff	1 In port	989 tons coal	14,064 40	1	
1 Boston	1 Calcutta	200 tons tea	9,680 00	1	
		Boards	96 80		
		Boats	36 28		
1 Vizagapatam	1 Ganjam	6,500 bags rice	9,500 00	1	
5	5		34,413 88	5	
Quarter ended March 31, 1888.					
Quarter ended June 30, 1888.					
Quarter ended September 30, 1888.					

\*Entered 14 ships, 9 barka—16, and 6 in port. Cleared: 8 ships, 2 barka—10, and 12 in port. Aggregate tonnage entered, 16,064.53.

Entered: 2 steamers, 1 bark—3. Cleared: 2 steamers, and 1 in port. Aggregate tonnage entered, 2,554.

Entered; 3 ships, 1 schooner, 1 bark—5, and 1 in port. Cleared 3 ships, 1 schooner, 1 bark—6. Aggregate tonnage entered, 3,531.

Entered and cleared ) back. Tonnage entered, 340.

Entered; 1 ship, 1 bark--2 and 1 lb port Cleared: 2 ships, 1 bark--3. Aggregate tonnage entered, 1,674.63.

Entered: 3 ships, 1 bark—4. Cleared: 3 ships, and 1 in port. Aggregate tonnage entered, 3,100. 94.

\* Entered: 4 barks, 1 steamer—4. Cleared: 3 barks, 1 steamer—6, and 1 sold. Aggregate tonnage entered, 2,046. 10.

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P. Figgelmeier.

Quarter ended December 31, 1867.

4	In port.....	3	Before reported .....	.....	3	166 hhds. 15 tcs. 2671 bbla. sugar, 474 punc. molasses, old metal.	35,587 25
13	New York .....	1	do .....	.....	1	Ballast .....	.....
		9	St. Thomas .....	.....	9	668 hhds. 84 tcs. 1,630 bbla. sugar, 1,409 punc. 250 casks 16 hhds. molasses, 418 hides, 406 sheep-skins, old metal.	117,250 13
		4	In port.....	.....	4	In port .....	.....
1	New Haven .....	1	298 bbla. flour, 1,085 bbla. meal, 204 bbla. 1,547 shooks, 13 bbla. lard oil, 20 bbla. oil, 16 bbla. 756 t-bbla. beef, 2 bbla. spiced beef, 144 hhds. tobacco, 1,135 bbla. bread, 628 bbla. crackers, 100 bags oats, 290 bbla. 100 bags peas, 50 bbla. Canada peas, 520 bxs. 250 cheese, 35 bales hay, 849 bbla. pork, 31 cs. matches, 420 tcs. 282 pails 450 tin lard, 1,190 bxs. candles, 5 rolls leather 2 bxs. soap, 4 bxs. pills, 100 bxs. sarsaparilla, 35 bbla. alewives, 5 bbla. whale oil, 100 jars 200 sacks salt, 5 bbla. 10 t-bbla. ox tongues, 909, 26 tcs. hams, 238 shoulders, 1,230 bbla. potatoes, 4,800 staves, 6,000 white-oak staves and headings, 8,400 red-oak staves, 400 bags corn, 4,150 reams paper, 13 horses, 33 mules, 472 sheep, 5 bbla. 50 t-bbla. 50 t-bbla. mixed meats, 400 bags bran, 600 bxs. Florida water, 150 doz. pail-50 doz. buckets, 60 carboys acid, 150 bbla. pitch, 100 doz. brooms, 75 bbla. 500 bxs. herrings, 25 casks, 6 doz. chairs, general cargoes, &c. 1 298 bbla. flour, 50 bbla. pork, 50 bbla. corn meal, 25 bbla. crackers, 70 bbla. bread, 20 bbla. split peas, 125 bbla. potatoes, 100 t-bbla. beef, 100 bxs. herrings, 24 bxs. codfish, 100 bxs. cheese, 200 tcs. lard, 60 cs. matches, 22 doz. brooms, 50 doz. buckets, 157 bbla. hoops, 158 bbla. shooks, 1,000 reams paper, 20 tcs. butter, 8 oxen, 80 sheep, 9 turkeys, 4 wagons.	12,752 37	1	10 bbla. sugar, 189 punc. molasses .	4,792 02

\* Entered and cleared : 4 schooners, 1 brig—5. Aggregate tonnage entered, 1,010.  
† Entered and cleared : 1 steamship, 1 ship—2. Aggregate tonnage entered, 3,046.  
‡ Entered and cleared : 3 steamers. Aggregate tonnage entered, 5,685.  
§ Entered: 3 barks, 1 brig, 9 brigantines, 8 schooners—21, and 4 in port. Cleared : 4 barks, 1 brig, 6 brigantines, 8 schooners—19, and 6 in port. Aggregate tonnage entered, 3,996.03.





						127 W. hoops, 4,304 red-oak staves, 3,441 white-oak staves, 8,910 staves, 4 bxs. glassware, 1,590 feet oars, 60 casks 100 bbls. mackerel, 100 sides 5 rolls leather, 61 tca. 1,302 hams, 389 shoulders, 5 carriages, 2 pkgs. axes, 5 quarts 150 cts. wine, 734 bbls. potatoes, 50 doz. buckets, 175 doz. pails, 425 bags corn, 2,300 reams 100 bbls. paper, 6 horses, 20 mules, 241 sheep, 100 bags bran, 100 bags feed, 350 carboys acid, 135 bbls. vinegar, 60 bbls. pitch, 10 doz. brooms, 400 bbls. 200 bxs. herrings, 8 oxen, 5 doz. 6 bxs. 9 bbls. chairs.							
				1	Porto Rico .....	1	25 bbls. pork, 99 bbls. beef, 200 tins lard, 50 bbls. corn meal, 26 bbls. oil meal, 20 bbls. crackers, 20 bbls. bread, 184 bbls. potatoes, 60 casks mackerel, 425 shooks, 100 bxs. cheese, 25 bags corn, 10 tca. hams, 8 oxen, 23 sheep, 14 bales hay.						
				1	In port .....	1	General cargo, 6 horses, 20 mules, 100 sheep.			19, 212 42	1	In port .....	
1	Barbadoes .....			1	Philadelphia .....	1	Ballast .....				1	119 hhds. sugar .....	10, 828 57
2	Boston .....			1	Baltimore .....	1	Ice and iced provisions .....			3, 200 00	1	183 hhds. 20 tca. sugar .....	20, 731 59
				1	Cuba .....	1	Ice and iced provisions, 55 trusses hay, 50 doz. buckets, 377 shooks, 50 jars 10 tubs butter, 1 bbl. beef.			2, 700 00	1	Ballast .....	
2	Norfolk, Va .....			1	Cuba .....	1	109,200 red-oak staves and headings, 42,200 red-oak staves.			8, 500 00	1	Ballast .....	
				1	New York .....	1	24,000 white-oak staves, 80,000 white-oak headings, 83,100 red-oak staves.			6, 218 19	1	109 hhds. 268 bbls. sugar, 219 punc. molasses.	21, 452 34
1	Wilmington, N. C .....			1	Cuba .....	1	142,310 feet lumber, 456 staves, 218 headings.			3, 420 00	1	Ballast .....	
1	Georgetown, S. C .....			1	St. John, N. F. ....	1	102,100 feet pitch-pine lumber .....			2, 525 00	1	Ballast .....	
				24		24				219, 561 72	24		307, 436 99
1	In port .....			1	New York .....	1	Before reported .....				1	114 hhds. 5 tca. 110 bbls. sugar, 172 punc. 4 hhds. molasses.	16, 317 52
1	Parrabita .....			1	Brazils .....	1	134 oxen, 2 horses, 10 pigs .....			4, 032 00	1	Ballast .....	

Quarter ended June 30, 1868.†

Quarter ended June 30, 1868.†

Entered : 2 barks, 9 brigantines, 7 schooners—18, and 6 in port. Cleared : 2 barks, 12 brigantines, 9 schooners—23, and 1 in port. Aggregate tonnage entered, 3,563.53.  
† Entered : 3 barks, 9 brigantines, 7 schooners—19, and 1 in port. Cleared : 2 barks, 8 brigantines, 6 schooners—16, and 4 in port. Aggregate tonnage entered, 3,703.81.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.	Value.
BRITISH DOMINIONS.  DEMERARA.  Quarter ended June 30, 1868—Continued.	15	New York.....	11	New York.....	11	Breadstuffs, provisions, tobacco, wag- ons, 20 horses, 53 mules, 317 sheep.		1,276 hhds. 95 tes. 2,537 bxs. sugar, 1,465 punc. 36 hhds. 1 bbl. molas- ses, 274 hides, 769 sheep-skins.	\$207, 333 95
			4	In port.....	4	General cargoes : 6 horses, 14 mules, 175 sheep.		In port.....	
	2	Norfolk.....	1	Porto Rico.....	1	6 horses, and staves.....		Ballast .....	
			1	New York.....	1	Staves.....		136 punc. molasses, 277 hhds. 158 bbla. sugar, 2 cases brandy.	39, 130 75
	1	Darien, Ga.....	1	Cuba .....	1	75,000 ft. pitch-pine lumber.....		Ballast .....	
	20		20						262, 782 22
	4	In port.....	3	New York.....	4	Before reported.....		242 hhds. 2 tes. 358 bbls. sugar, 310 punc. 20 casks, 16 hhds. 1 bbl. molasses,	47, 405 98
	10	New York.....	1	Turk's Island .....		General cargoes : provisions, 6 horses, 20 mules, 399 sheep.		Ballast .....	
			7	New York.....	10			922 hhds. 1 tc. 1,189 bbls. sugar, 505 punc. 8 hhds. molasses, &c.	138, 687 29
	1	New Haven.....	1	Turk's Island .....				Ballast .....	
Quarter ended September 30, 1868.*			2	In port .....				In port .....	
	1	New Haven.....	1	New Haven .....	1	Breadstuffs, &c.....		64 hhds. 100 bbls. sugar, 181 punc. 8 hhds. 2 bbls. molasses.	14, 004 46
	2	Norfolk.....	1	New York.....	1	42,000 red-oak, 48,000 white-oak staves.		188 hhds. 10 tes. 235 bbls. sugar, 32 punc. molasses.	25, 886 42
			1	In port .....	1	80,400 white-oak, 158,000 red-oak staves		In port .....	
	1	Brazila.....	1	Brazila.....	1	Cattle .....		Ballast .....	
	1	Boston .....	1	In port .....	1	Ice, &c. ....		In port .....	
	1	Wilmington.....	1	Buenos Ayres .....	1	In for coal.....		Ballast .....	
	20								200, 727 27
									975, 984 15
									664, 304 15

6 months, from July 1 to Dec. 31, 1867.†	2	San Francisco.....	2	Cardiff.....	2	1,822 tons wheat.....	75,000 00	2	Ballast.....	.....
	1	Boston.....	1	Port Talbot.....	1	8,000 deals.....	3,872 00	1	do.....	.....
	1	Not stated.....	1	Cuba.....	1	2,343 qrs. wheat.....	37,994 00	1	do.....	.....
	1	New York.....	1	Cuba.....	1	19,400 bush. maize.....	17,918 00	1	do.....	.....
	5	.....	5	.....	5	.....	134,774 00	5	.....	.....
2d, 3d, and 4th quarters.....	.....	No reports.....	.....	.....	.....	.....	.....	.....	.....	.....
DUNDEE. J. Smith. Quarter ended December 31, 1867.	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	1	Callao.....	1	In port.....	1	1,872 tons guano.....	108,725 76	1	In port.....	.....
	1	In port.....	1	Bombay.....	1	Before reported.....	.....	1	1,763 tons coal.....	4,290 66
Quarter ended March 31, 1868.‡	1	Callao.....	1	Glasgow.....	1	1,345 tons guano.....	78,117 60	1	Ballast.....	.....
Quarter ended June 30, 1868.§	2	.....	2	.....	2	.....	78,117 60	2	.....	4,290 66
4th quarter.....	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
EAST HARBOR, (Turk's Inland.) E. Jones. Quarter ended December 31, 1867.	1	St. Croix.....	1	Bangor.....	1	Ballast.....	.....	1	11,230 bush. salt.....	1,406 50
	1	Demerara.....	1	Baltimore.....	1	do.....	.....	1	10,560 bush. salt.....	1,269 70
	2	Porto Rico.....	2	New Haven.....	2	do.....	.....	2	13,230 bush. salt.....	1,526 45
	1	Grand Turk.....	1	New York.....	1	do.....	.....	1	6,500 bush. salt.....	803 00
	1	Barbadoes.....	1	Baltimore.....	1	do.....	.....	1	6,312 bush. salt.....	696 82
	1	Trinidad.....	1	Philadelphia.....	1	do.....	.....	1	6,750 bush. salt.....	745 00
	7	.....	7	.....	7	.....	.....	7	.....	6,447 47

\* Entered : 1 steamer, 1 brig, 1 bark, 6 brigantines, 7 schooners—16, and 4 in port. Cleared : 1 steamer, 1 bark, 1 brig, 6 brigantines, 7 schooners—16, and 4 in port. Aggregate tonnage entered, 3,297.29.  
† Entered : 1 ship, and 1 in port. Tonnage entered, 1,045.  
‡ Entered and cleared : 1 ship, and 1 in port. Tonnage before reported.  
§ Entered and cleared : 4 brigs, 1 bark, 2 schooners—7. Aggregate tonnage entered, 1,553.49.  
|| Entered and cleared : 5, class not given. Aggregate tonnage entered, 2,683.37.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. DEMERARA. <i>P. Figuiermesy.</i> Quarter ended December 31, 1867—Continued.	2	Philadelphia.....	2	Philadelphia.....	1,290 bbls. flour, 200 bbls. corn meal, 1,051 bbls. 960 shooks, 322 bbls. bread, 60 bbls. crackers, 88 bales hay, 600 bxs. soap, 39 tea. 15 ca. biscuit, 626 bbls. potatoes.	\$24, 738 02	424 hhds. 17 tea. 60 bbls. sugar, 200 punc. 5 bbls. molasses.	\$47, 452 25
	2	Norfolk .....	1	Baltimore .....	63,240 staves and white-oak heading staves.	7, 082 46	160 bbls. sugar, 161 punc. molasses.	5, 478 05
	3	Boston .....	1	In port.....	100 sheep, ice and ice provisions.....	13, 900 00	In port.....	34, 090 06
	1	Barbadoes.....	1	Baltimore .....	102 hhds. 100 bbls. sugar, 270 punc. molasses.	19, 491 97	102 hhds. 100 bbls. sugar, 270 punc. molasses.	13, 817 99
	25	.....	25	New York.....	Ballast .....	279, 106 58	96 hhds. 17 tea. sugar, 167 punc. molasses.	277, 959 62
	6	In port .....	4	New York.....	Before reported.....	.....	330 hhds. 43 tea. 734 bbls. sugar, 321 punc. 168 casks 6 hhds. 1 bbl. mo- lasses, 429 hides, 249 sheep-skins, 7 tons old iron, 3,110 lbs. old cop- per, 1,650 lbs. old brass.	55, 256 00
	11	New York.....	1	Baltimore .....	Before reported .....	.....	251 hhds. 21 tea. 215 bbls. sugar, 63 punc. molasses.	30, 876 00
			1	Turk's Island.....	Before reported .....	.....	Ballast.....	.....
			9	New York.....	3,443 bbls. flour, 423 bbls. meal, 26 bbls. oat meal, 400 bbls. corn meal, 400 bbls. 2,852 shooks, 450 hhds. shooks, 55 cases 15 bbls. oil, 20 bbls. lard oil, 600 ca. kerosine oil, 20 bbls. whale oil, 129 bbls. 780 4-bbls. beef, 20 hhds. tobacco, 820 bbls. bread, 20 bbls. 4 ca. crackers, 40 bags black-eyed peas, 165 bbls. split peas, 375 bbls. peas, 928 bxs.	161, 345 31	1,090 hhds. 79 tea. 1,923 bbls. sugar, 811 punc. 268 casks 10 hhds. mo- lasses, 145 bags cocoa, 300 lbs. old copper, 65 lbs. old brass.	168, 292 49
								•
Quarter ended March 31, 1868.*								

PALMOUTH, (Jamaica.)

R. Nunes.

Quarter ended December 31, 1867.\*\*

Quarter ended March 31, 1868.††

Quarter ended June 30, 1868.††

Quarter ended September 30, 1868.§§

GIBRALTAR.

H. J. Sprague.

Quarter ended December 31, 1867.||||

3				1	1000 tons sugar			1	do	
				3						
2	New York	1	Montego Bay	1	General cargo			1	Ballast	
1	Norfolk, Va.	1	In port	1	do			1	In port	
3		1	St. Ann's Bay	1	4,000 white-oak staves, &c			1	Ballast	
		3		3						
1	In port	1	Montego Bay	1	Before reported			1	30 tons fustic, 1 tee., 2 casks, 37 bbls. coffee.	
1	New York	1	Baracoa	1	General cargo			1	Ballast	
1	Annotto Bay	1	Cienfuegos	1	74,718 feet white-pine lumber			1	do	
3		3		3						
2	New York	1	St. Ann's Bay	1	General cargo			1	Part inward cargo	
2		1	In port	1	do			1	In port	
		2		2						
1	In port	1	Baracoa	1	Before reported			1	Ballast	
1	New York	1	In port	1	Ballast			1	In port	
3	Boston	2	Port Mahon	2	Staves			2	Inward cargoes	
4	Philadelphia	1	In port	1	Flour and staves			1	In port	
		2	Leghorn	2	Petroleum			2	Inward cargo	
		1	Barcelona	1	do			1	do	
		1	Marseilles	1	do			1	do	

\* Entered and cleared: 1 brigantine, 3 schooners—4. Aggregate tonnage entered, 614.

† Entered and cleared: 2 brigantines, 1 bark, 2 schooners—5. Aggregate tonnage entered, 1,314.71.

‡ Entered: 1 steamer, 1 brig—2. Cleared: 1 steamer, and 1 in port. Aggregate tonnage entered, 1,741.41.

§ Entered and cleared: 1 brig, and 1 in port. Tonnage before reported.

|| Entered and cleared: 2 brigs, 1 bark—3. Aggregate tonnage entered, 1,539.60.

†† Entered: 2 schooners, and 1 in port. Cleared: 3 schooners.

§§ Entered and cleared: 1 steamer, and 1 in port. Tonnage for the year, 780.

|||| Entered: 1 steamer, 2 ships, 5 barks, 4 brigs, 1 schooner—13. Cleared: 1 steamer, 2 ships, 4 barks, 3 brigs, 1 schooner—11, and 2 in port. Aggregate tonnage entered, 6,958.80.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. GIBRALTAR. <i>H. J. Sprague.</i> Quarter ended Decemben 31, 1867—Continued.	1	Baltimore	1	Marsala	1 Staves		1 Inward cargo	
	1	Alexandria	1	Madeira	1 Ballast		1 Ballast	
	1	Callao	1	Valencia	1 Guano		1 Inward cargo	
	1	Messina	1	New York	1 Fruit		1 do	
	1	Barcelona	1	Callao	1 Ballast		1 Oil, fruit, &c	\$11, 158 81
	13		13					11, 158 81
	4	New York	1	Palermo	1 Tobacco and mahogany		1 Part inward cargo	
			1	Catania	1 Petroleum		1 do	
			1	Beyrout	1 Petroleum and flour		1 do	
	3	Boston	1	Malta	1 Flour, tobacco, petroleum		1 Part in port cargo	
Quarter ended March 31, 1868.*	1	Philadelphia	1	Messina	1 Flour		1 Part inward cargo	
	1	Malaga	1	Malta	1 Flour, tobacco, &c		1 Ballast	
	3	Palermo	1	Messina	1 Flour		1 Inward cargo	
	2	Messina	1	Messina	1 Petroleum		1 do	
	2	Callao	1	Messina	1 Lead and fruit		1 do	
			2	New York	1 Fruit and sumach		1 do	
			1	Boston	1 Fruit		1 do	
			1	New York	1 do		1 do	
			1	Philadelphia	1 do		1 do	
			1	Malaga	1 Guano		1 do	
Quarter ended June 30, 1868.†	16		16	Valencia	1 do		1 do	
Quarter ended June 30, 1868.†	2	Leghorn	2	Leghorn	2 Flour, petroleum		2 Petroleum	
	2	Genoa	2	Genoa	2 Flour, petroleum, tobacco		2 Petroleum, &c	
	1	Naples	1	Naples	1 Petroleum		1 Petroleum	
	1	Malaga	1	Malaga	1 do		1 Corks	
	1	Malaga	1	Malaga	1 do		1 Petroleum	
	1	New York	1	New York	1 Fruit, sulphur, &c		1 Fruit, sulphur, &c	
	1	Boston	1	Boston	1 Fruit		1 Fruit	



Quarter ended	Arrivals	Departures	Value of arrivals	Value of departures	Remarks
Quarter ended December 31, 1867.	3 Boston	1 Marseilles 1 Malaga 2 In port 1 Tarragona 1 Almeria 1 Malaga 1 Malaga	1 do. 1 do. 2 do. 1 Petroleum, staves 1 Candles, tobacco, staves 1 Petroleum, flour, staves 1 Ballast	1 do. 1 do. 2 In port 1 Staves 1 do. 1 Inward cargo 1 Ballast	
	1 Santa Cruz de Teneriffe. 1 Genoa 1 Malaga 1 Almeria	1 Philadelphia 1 New York 1 Lisbon & Boston	1 Marble, &c 1 Fruit 1 Staves	1 Inward cargo 1 do. 1 Inward cargo and wine	
	21	21		21	
Quarter ended December 31, 1867.	1 Bangor 1 Calais 2 New York	3 Cardiff 1 In port	2 380 std. deals 2 36,600 bush. wheat.	3 Ballast 1 In port	
	4	4		4	
2d, 3d, and 4th quarters.	No reports				
GOODRICH. T. Alcock.	No arrivals			No departures	
Quarter ended December 31, 1867.	No arrivals			No departures	
Quarter ended March 31, 1868.	No arrivals			No departures	

\* Entered: 2 ships, 5 barks, 1 barkantine, 7 brigs, 1 schooner—16. Cleared: 2 ships, 5 barks, 1 barkantine, 5 brigs, 1 schooner—14, and 2 in port. Agg. tonnage entered, 6,300.76.

† Entered and cleared: 5 barks, 1 brig, 5 schooners—11. Aggregate tonnage entered, 3,704.21.

Entered : 7 barks, 1 brig, 3 schooners—21. Cleared : 6 barks, 1 brigantine, 7 brigs, 3 schooners—17, and 4 in port. Aggregate tonnage entered, 6,913.28.

Entered : 4 barks. Cleared : 3 barks, and 1 in port. Aggregate tonnage entered, 1,558.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	Description.	Value.
<b>BRITISH DOMINIONS.</b>								
EAST HARBOR, (Turk's Island.) <i>E. Jones.</i> Quarter ended March 31, 1868.*	3 Windward Islands	3	United States	3	Ballast			
	1 New York	1	do	1	do		23,518 bush. salt	\$2,514 11
	4	4		4				2,514 11
	No report							
3d quarter								
Quarter ended September 30, 1868.†	2 St. Thomas	2	Baltimore	1	Ballast		9,330 bush. salt	835 75
	3 Barbadoes	3	Boston	1	do		12,300 bush. salt	1,171 00
	5	5	Philadelphia	3	do		31,850 bush. salt	3,021 37
								5,124 12
<b>FALMOUTH.</b>								
<i>A. Fox.</i> Quarter ended December 31, 1867.‡	1 Bremen	1	New York	1	General cargo		General cargo	
	1 New York	1	In port	1	Petroleum		In port	
	2	2		2				
	1 In port	1	Antwerp	1	Before reported		Petroleum	
Quarter ended March 31, 1868.§	1 Hull	1	New York	1	1,000 tons iron		Inward cargo	
Quarter ended June 30, 1868.	1 Valparaiso	1	Gothenburg	1	Guano		Ballast	
	1 Hamburg	1	San Francisco	1	General cargo		Inward cargo	
	1 Matanzas	1	Greenock	1	700 tons sugar		do	
	4	4		4				

Quarter ended June 30, 1868. §	11	15	11	11	lard, 683 bags oats.	269, 370 00	11	203, 310 00
	1	1	15	15	Flour, meal, bran, pork, butter, &c.	360, 165 00	15	947, 010 00
	5	5	1	1	Figs, raisins, currants, tea, and coffee	1, 755 00	1	350 00
	5	5	5	5	General cargo	31, 458 00	1	
	5	5	5	5	Ballast		5	20, 470 50
4th quarter.	1	1	1	1	Camden	660 00	1	225 00
	27	27	27	27	Limie	394, 038 00	27	268, 055 50
					No report.			
Quarter ended December 31, 1867.	3	3	3	3	Oswego	826 00	3	6, 181 00
	3	3	3	3	Hamilton	5, 000 00	3	3, 549 75
					140 tons coal.			3, 508 16
					78 tons general merchandise			
						5, 826 00	3	13, 238 91
2d, 3d, and 4th quarters.					No reports.			
Quarter ended December 31, 1867. ¶	3	3	3	3	In port	26, 000 00	3	
	3	3	3	3	New York		3	
	1	1	1	1	Demerara	6, 000 00	1	697 00
	1	1	1	1	Bangor	10, 000 00	1	
	8	8	8	8		42, 000 00	8	697 00

\* Entered and cleared : 1 steamer, 5 propellers, 4 schooners, 1 bark—11. Aggregate tonnage entered, 6,067.  
† Entered and cleared : 10 propellers, 2 schooners—12. Aggregate tonnage entered, 8,363.  
‡ Entered and cleared : 11 steamers. Aggregate tonnage entered, 6,032.  
§ Entered and cleared : 25 steamers, 2 schooners—27. Aggregate tonnage entered, 16,051.  
|| Entered and cleared : 3 schooners. Aggregate tonnage entered, 116.93.  
¶ Entered : 5, class not given, and 3 in port. Cleared : 7, class not given, and 1 in port. Tonnage not given.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	No. of Vessels	Description.	No. of Vessels	Description.
BRITISH DOMINIONS. GIBRALTAR. H. J. Sprague. Quarter ended December 31, 1867—Continued.	1	Baltimore	1	Marsala	1	Staves	1	Inward cargo
	1	Alexandria	1	Madeira	1	Ballast	1	Ballast
	1	Callao	1	Valencia	1	Guano	1	Inward cargo
	1	Messina	1	New York	1	Fruit	1	do
	1	Barcelona	1	Callao	1	Ballast	1	Oil, fruit, &c
Quarter ended March 31, 1868.*	13		13		13		13	
	4	New York	1	Palermo	1	Tobacco and mahogany	1	Part inward cargo
			1	Catania	1	Petroleum	1	do
			1	Beyrout	1	Petroleum and flour	1	do
	3	Boston	1	Malta	1	Flour, tobacco, petroleum	1	Part in port cargo
Quarter ended June 30, 1868.†	1	Philadelphia	1	Messina	1	Flour	1	In port
	1	Malaga	1	Malta	1	Flour, tobacco, &c	1	Part inward cargo
	3	Palermo	1	Messina	1	Flour	1	Ballast
	2	Messina	1	Marcellles	1	Petroleum	1	Inward cargo
	2	Callao	1	New York	1	Lead and fruit	1	do
	16		16		16		16	
	6	New York	2	Leghorn	2	Flour, petroleum	2	Petroleum
			2	Genoa	2	Flour, petroleum, tobacco	2	Petroleum, &c
			1	Naples	1	Petroleum	1	Petroleum
	1	Baltimore	1	Malaga	1	do	1	Corks
	2	Palermo	1	Marcellles	1	do	1	Petroleum
	1	Mentone	2	New York	2	Fruit, sulphur, &c	2	Fruit, sulphur, &c
			1	Boston	1	Fruit	1	Fruit
								4,199 42

7	Shanghai .....	1	Manila .....	33	Assorted cargoes; coal, rice, beans, flour	8	In port .....
4	New York .....	2	Whampoa .....			1	Sold .....
1	Canton .....	1	Swatow .....			24	Assorted cargoes: flour, matting, coal, rice, sugar.
2	Whampoa .....	4	Shanghai .....				
1	Singapore .....	1	Manila .....				
1	Bangkok .....	3	In port .....				
2	Nagasaki .....	1	In port .....				
2	Swatow .....	1	Shanghai .....				
1	Newchwang .....	1	Manila .....				
1	Manila .....	1	Yokohama .....				
1	Tientsin .....	1	Manila .....				
1	Liverpool .....	1	Bangkok .....				
		1	Nagasaki .....				
		1	Yokohama .....				
		1	Swatow .....				
		1	San Francisco .....				
		1	Swatow .....				
		1	Sold .....				
		1	In port .....				
44		44		44			
9	In port .....	2	In port .....	2	Before reported .....	2	In port .....
		1	Yokohama .....	1	do .....	7	Chinese cargoes .....
		3	Manila .....	3	do .....	10	General and assorted cargoes:
		2	San Francisco .....	2	do .....		China pease, whale oil and bone,
		1	Shanghai .....	1	do .....		coal, and matting.
		5	do .....	5	General cargo .....	8	Ballast .....
		1	Bangkok .....	1	do .....	6	In port .....
		1	Foochow .....	1	do .....		
		1	Bangkok .....	1	do .....		
		1	San Francisco .....	1	do .....		
		1	Swatow .....	1	do .....		
		1	Keelung .....	1	do .....		
		2	Yokohama .....	2	do .....		
3	Yokohama .....	1	In port .....	1	do .....		

Quarter ended March 31,  
1868. ||

\* Entered: 4 brigs, 1 schooner—5, and 1 in port. Cleared: 1 brig, 2 schooners—3; 1 condemned, and 2 in port. Aggregate tonnage entered, 915. 58.  
† Entered: 3 barks, 1 brig, 6 schooners, 4 steamers—14, and 2 in port. Cleared: 3 brigs, 3 barks, 6 schooners, 4 steamers—16. Aggregate tonnage entered, 2,612. 46.  
‡ Entered: 2 steamers, 4 brigs, 8 schooners—14. Cleared: 2 steamers, 3 brigs, 8 schooners—13, and 1 in port. Aggregate tonnage entered, 2,218. 89.  
§ Entered: 14 steamers, 8 ships, 7 barks, 2 brigs, 2 schooners—33, and 11 in port. Cleared: 14 steamers, 9 ships, 7 barks, 3 brigs, 1 schooner—34; 1 sold, and 9 in port. Aggregate tonnage entered, 32,673. 11.  
|| Entered: 11 steamers. 6 ships, 5 barks, 1 brig, 1 schooner—24, and 9 in port. Cleared: 9 steamers, 9 ships, 5 barges, 1 brig, 1 schooner—25, and 8 in port. Aggregate tonnage entered, 28,869.

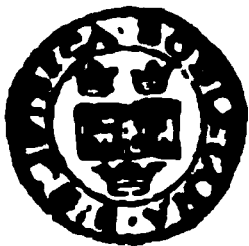
## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	No. of Vessels	Description.	No. of Vessels	Description.
BRITISH DOMINIONS. GOODRICH. T. Allcock. Quarter ended June 30, 1868.*	1	East Saginaw.....	1	Saginaw.....	1	Passengers, freight.....	1	Same as inward.....
	7	Chicago.....	5	Chicago.....	5	18,073 bush. corn, 5,200 bbls. flour, 63,012 bush. corn, 11,622 bush. wheat.	4	Ballast.....
							1	50 bbls. salt.....
								\$75 00
Quarter ended September 30, 1868.†								
HALIFAX. M. M. Jackson. 1st quarter.....								
Quarter ended March 31, 1868.‡								

18,000 bush. corn..... 18,000 00  
 600 bbls. flour..... 1,890 00  
 315 tons coal..... 28 118 00  
 Ballast..... 66,081 00  
 400 hides, 18,000 bush. oats, 88,272 bush.  
 corn, 7,372 bbls. flour, 25,368 bush.  
 wheat, 500 bbls. pork, 4,738 bags  
 middlings.  
 25,132 bush. corn, 400 bbls. flour.....  
 3,088 bush. oats.....  
 8,000 bush. oats, 2,000 bush. corn.....  
 19,146 bbls. flour, 292 bbls. corn meal,  
 85 bags rye, 396 bags wheat, 1,170  
 bbls. 200 bags oat meal, 844 bags  
 barley, 773 bags malt, 50 bxs. corn,  
 15 bbls. 160 bags seed, 56 bales hops,  
 50 bxs. starch, 25 bbls. apples, 11 bxs.  
 axes, 195 bolt duck, 32 pane. alcohol,  
 160 bags, 150 bbls. peas, 1 bbl. wine,



Quarter ended Septem-  
ber 30, 1868. †



HULL.  
*H. J. Atkinson.*

Quarter ended December  
31, 1867. ‡

Quarter ended March 31,  
1868. §

Newport.....	In port.....	Before reported.....	In port.....	In port.....
37	37	37	37	37
6 In port.....	1 Canton.....	1 Before reported.....	21 General merchandise.....	
	1 Manila.....	1 do.....	10 Ballast.....	
	1 Yokohama.....	1 do.....	1 Sold.....	
	1 San Francisco.....	1 do.....	4 In port.....	
	1 Bangkok.....	1 do.....		
	1 Shanghai.....	1 do.....		
	2 Canton.....	6 Ballast.....		
7 Shanghai.....	3 Manila.....	16 General merchandise.....		
1 Manila.....	4 Yokohama.....	6 Coals.....		
1 Singapore.....	2 San Francisco.....	1 Lumber and flour.....		
1 Calcutta.....	3 Bangkok.....	1 Ice.....		
4 New York.....	1 Zebu.....			
2 San Francisco.....	1 Bombay.....			
2 Newcastle.....	5 Shanghai.....			
1 Amoy.....	2 Foochow.....			
1 Canton.....	1 Whampoa.....			
1 Liverpool.....	1 New York.....			
1 Boston.....	1 Sold.....			
3 Yokohama.....	4 In port.....			
1 Cardiff.....				
2 Whampoa.....				
1 Chefoo.....				
1 Swatow.....				
36	36	36	26	
2 Callao.....	2 In port.....	2 3,297 tons guano.....	2 In port.....	
2 In port.....	1 Callao.....	1 Before reported.....	1 997 tons coal.....	
	1 Cardiff.....	1 do.....	1 Ballast.....	
1 Callao.....	1 New York.....	1 2,000 tons guano.....	1 1,000 tons iron rails.....	
2 San Francisco.....	1 Tyne.....	1 28,960 sacks wheat.....	1 Ballast.....	
	1 New York.....	1 9,206 bags wheat.....	1 525 tons iron rails.....	
5	5	5	5	

\* Entered: 9 steamers, 11 ships, 9 barks—29, and 8 in port. Cleared: 10 steamers, 12 ships, 8 barks—30; 1 sold, and 6 in port. Aggregate tonnage entered, 33,756.  
† Entered: 11 ships, 7 barks, 12 steamers—30, and 6 in port. Cleared: 13 ships, 5 barks, 13 steamers—31; 1 sold, and 4 in port. Aggregate tonnage entered, 39,939.  
‡ Entered: 2, class not given. In port, 2. Aggregate tonnage entered, 2,947.  
§ Entered: 3, class not given, and 2 in port. Cleared: 5, class not given. Aggregate tonnage entered, 3,271.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS,	VESSELS ENTERED		VESSELS CLEARED		CARGOES INWARD.		CARGOES OUTWARD.	
	Where from.	Where to.	Where from.	Where to.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. HAMILTON, (Bermuda.) J. T. Darrell. Quarter ended March 31, 1863.*	1 In port	1 New York	1 Before reported	1 Sugar	1 Sugar	\$8,000 00	1 Sugar	\$8,000 00
	1 Havana	1 Condemned	1 Sugar	1 Condemned	1 Condemned		1 Condemned	
	1 Boston	1 Darien	1 General cargo	1 General cargo	1 Ballast	6,000 00	1 Ballast	6,000 00
	1 St Helena	1 In port	1 do	1 do	1 In port	6,000 00	1 In port	6,000 00
Quarter ended June 30, 1863.†	2 New York	1 New York	2	1	1 Ballast	20,000 00	1 Ballast	20,000 00
	6	6	6	6		64,000 00		64,000 00
	2 In port	1 Condemned	1 Before reported	1 Before reported	1 Condemned		1 Condemned	
	3 Whaling	3 New York	1 do	1 do	1 Vegetables	5,000 00	1 Vegetables	5,000 00
Quarter ended September 30, 1863.‡	8 New York	8 Whaling	3 10,716 gallons oil	3 Ballast	3 Ballast	30,800 00	3 Ballast	30,800 00
	2 Boston	2 Boston	2 General cargo	2 General cargo	2 General cargo	28,000 00	2 General cargo	28,000 00
	1 Called for supplies	1 Whaling	2 do	2 do	2 do	4,000 00	2 do	4,000 00
	16	16	16	16		52,800 00		52,800 00
Quarter ended December 31, 1867.§	5 New York	4 New York	4 General cargo	4 General cargo	4 Ballast	41,500 00	4 Ballast	41,500 00
	8 Whaling	1 Porto Rico	1 do	1 do	1 Inward cargo	5,000 00	1 Inward cargo	5,000 00
	1 Bangor	8 Whaling	7 Oil	7 Oil	8 Ballast	24,348 00	8 Ballast	24,348 00
	14	1 Caracao	1 Lumber	1 Lumber	3 Part inward cargo	4,000 00	3 Part inward cargo	4,000 00
HONG KONG. I. I. Allen. Quarter ended December 31, 1867.¶	14	14	14	14		89,848 00		89,848 00
	11 In port	1 Sink	1 Before reported	1 Before reported	1 Sink		1 Sink	
	1 do	1 Pootchow	1 do	1 do	1 In port		1 In port	
	1 do	1 do	1 do	1 do	1 Not stated		1 Not stated	
Quarter ended December 31, 1867.¶	1 do	1 Yokohama	1 do	1 do				
	1 do	1 Tientsin	1 do	1 do				
	1 do	1 do	1 do	1 do				
	1 do	1 do	1 do	1 do				

Origin	Destination	Quantity	Unit	Remarks
1 Saguenay, J.S.	1 New York	1	General cargo	
2 Salt River	1 New York via Old Harbor	1	General cargo	
1 Barbadoes	1 In port	1	Ballast	
1 Port au Prince	1 Carthagena	1	General cargo	
1 Norfolk, Va.	1 Cienfuegos	1	General cargo	
1 Put back in distress	1 In port	1	Ballast	
1 Wilmington	1 New York via Montserrat Bay	1	Lumber, &c	
1 Port au Prince	1 New York	1	Ballast	
1 Philadelphia	1 In port	1	General cargo	
24		24		
3 In port	1 Whaling	1	Before reported	
6 New York	1 Philadelphia	1	General cargo	
1 St. Martin's	1 In port	1	General cargo	
1 Darien	3 New York	3	General cargo	
1 St. Thomas	1 Cienfuegos	1	General cargo	
12	1 Baracoa	1	General cargo	
2 In port	1 In port	1	General cargo	
3 Boston	1 New York	1	General cargo	
3 New York	1 Trinidad de Cuba	1	General cargo	
1 St. Thomas	1 London	1	General cargo	
1 Baltimore				
10		10		
2 In port	1 New York	1	Before reported	
3 Boston	1 In port	1	General cargo	
3 New York	2 Boston	2	General cargo	
1 St. Thomas	1 Cienfuegos	1	General cargo	
1 Baltimore	2 New York	2	General cargo	
10	1 San Blas	1	General cargo	
	1 New York	1	General cargo	
	1 Nevassa	1	General cargo	
10		10		
2 In port	1 New York	1	Before reported	
3 Boston	1 In port	1	General cargo	
3 New York	2 Boston	2	General cargo	
1 St. Thomas	1 Cienfuegos	1	General cargo	
1 Baltimore	2 New York	2	General cargo	
10	1 San Blas	1	General cargo	
	1 New York	1	General cargo	
	1 Nevassa	1	General cargo	
10		10		

**Quarter ended June 30,  
1868.**

**Quarter ended September  
30, 1868.**

\* Entered: 3, class not given. Cleared: 2, class not given. Sold, 1. Aggregate tonnage entered, 4,739.

Entered: 1 bark, 5 brigs, 12 schooners—18, and 2 in port. Cleared: 1 bark, 5 brigs, 10 schooners—16, and 4 in port. Aggregate tonnage entered, 2,982.

Entered: 2 steamers, 2 barks, 16 schooners—20, and 4 in port. Cleared: 1 steamer, 2 barks, 1 brig, 16 schooners—20, and 3 in port. Sold, 1. Aggregate tonnage entered, 3,198.52. Entered: 3 brigs, 5 schooners—8, and 2 in port. Cleared: 3 brigs, 6 schooners—9, and 1 in port. Aggregate tonnage entered, 1,833.36.

Entered: 3 brig, 5 schooners—8, and 2 in port. Cleared: 3 brig, 6 schooners—9, and 1 in port. Aggregate tonnage entered, 1,833.36.

Entered: 1 bark, 1 brig, 7 schooners—9, and 3 in port. Cleared: 1 bark, 1 brig, 8 schooners—10, and 2 in port. Aggregate tonnage entered, 1,815.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. HONG KONG. <i>J. I. Allen.</i> Quarter ended March 31, 1868—Continued.	1	Manila .....	1	Foochow .....	General cargo .....	.....	.....	.....
	1	Amoy .....	1	In port .....	do .....	.....	.....	.....
	1	New York .....	1	do .....	do .....	.....	.....	.....
	1	Honolulu .....	1	North Paeida .....	do .....	.....	.....	.....
	1	Manila .....	1	Manila .....	do .....	.....	.....	.....
	1	Ningpo .....	1	do .....	do .....	.....	.....	.....
	1	Nagasaki .....	1	do .....	do .....	.....	.....	.....
	2	San Francisco .....	1	Manila .....	do .....	.....	.....	.....
	1	In port .....	1	In port .....	do .....	.....	.....	.....
	1	Cardiff .....	1	do .....	do .....	.....	.....	.....
	1	Bulgon .....	1	do .....	do .....	.....	.....	.....
	33	.....	33	.....	.....	.....	.....	.....
	6	In port .....	2	Canton .....	Before reported .....	.....	.....	.....
Quarter ended June 30, 1868.	1	Manila .....	3	Manila .....	do .....	.....	Not reported .....	.....
	1	San Francisco .....	1	San Francisco .....	do .....	.....	do .....	.....
	1	Salgon .....	1	Salgon .....	do .....	.....	do .....	.....
	1	In port .....	1	In port .....	do .....	.....	In port .....	.....
	3	Shanghai .....	3	Shanghai .....	Not reported .....	.....	Not reported .....	.....
	1	Lebu .....	1	Lebu .....	do .....	.....	do .....	.....
	1	Whampoa .....	1	Whampoa .....	do .....	.....	do .....	.....
	1	In port .....	1	In port .....	do .....	.....	In port .....	.....
	1	Shanghai .....	1	Shanghai .....	do .....	.....	Not reported .....	.....
	1	San Francisco .....	1	San Francisco .....	do .....	.....	do .....	.....
	1	Bangkok .....	1	Bangkok .....	do .....	.....	do .....	.....
	1	Yokohama .....	1	Yokohama .....	do .....	.....	do .....	.....
	1	Manila .....	1	Manila .....	do .....	.....	do .....	.....
	1	Shanghai .....	1	Shanghai .....	do .....	.....	do .....	.....
	2	In port .....	2	In port .....	do .....	.....	In port .....	.....
	2	Yokohama .....	2	Yokohama .....	do .....	.....	Not reported .....	.....
	2	Manila .....	2	Manila .....	do .....	.....	do .....	.....
	1	San Francisco .....	1	San Francisco .....	do .....	.....	do .....	.....
	1	Hwatoow .....	1	Hwatoow .....	do .....	.....	do .....	.....
	2	Manila .....	2	Manila .....	do .....	.....	do .....	.....
	1	In port .....	1	In port .....	do .....	.....	In port .....	.....
	1	Singapore .....	1	Singapore .....	do .....	.....	Not reported .....	.....

Quarter ended	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity
1st and 2d quarters	15	No reports	15	1,800 tons guano	170,205 00	15	2,782 tons coal	5,730 56
Quarter ended June 30, 1868.	1	Callao	1	848 tons guano	82,280 00	2	In port	5,730 56
Quarter ended September 30, 1868.	2	Valparaiso	2	Sugar	47,245 00	1	In port	5,730 56
LIVERPOOL.	17	Havana	1	Sugar	47,245 00	1	In port	5,730 56
Quarter ended December 31, 1867.	22	New York	22	Before reported	170,205 00	15	General cargo	5,730 56
	1	Philadelphia	1	do	82,280 00	2	do	5,730 56
	2	New Orleans	2	do	47,245 00	2	Coal and salt	5,730 56
	2	Bombay	2	do	170,205 00	2	do	5,730 56
	2	Sold	2	do	82,280 00	2	do	5,730 56
	1	Boston	1	do	47,245 00	1	Boston	5,730 56
	1	Cardiff	1	do	170,205 00	1	Ballast	5,730 56
	1	Mobile	1	do	82,280 00	1	Salt	5,730 56
	10	New York	10	do	47,245 00	10	General cargo	5,730 56
	1	Mobile	1	1,841 hhd. tobacco, 205,304 bus. corn, 3,458 tierces 50 bbl. lard, 3,025 bbl. flour, 5,435 bbl. rosin, 12,131 bags corn, 1,358 hhd. tallow, 2174 bags 3,008 casks 14 bbl. oil cake, 100 cases tobacco, 16 bbl. rags, 441,243 bush. 19,397 bags wheat, 12,203 bales cotton, 40 tea tobacco, 10,237 bbl. flour, 1,086 bbl. tallow, 10,560 pea. hhd. staves, 123 bbl. 270 casks cotton seed, 66,264 bush. 4,469 bags peas, 175 tea, beef, 50 bxa. hams, 60 bxa. ba. con. 12 889 bxa. cheese.	170,205 00	15	General cargo	5,730 56
	1	A southern port	1	do	82,280 00	1	Salt	5,730 56
	1	New Orleans	1	do	47,245 00	1	do	5,730 56
	9	In port	9	do	170,205 00	9	General cargo	5,730 56

\*Entered and cleared: 25 schooners, 7 brigs, 4 barks, 3 steamers—39. Aggregate tonnage entered, 11,881.88.

† Entered and cleared: 17 schooners, 1 bark—18. Aggregate tonnage entered, 4,164.75.

1 Entered and cleared: 1 schooner, 1 bark—10. Aggregate tonnage entered, 2,986.21.  
1 Entered and cleared: 12 schooners, 3 barks—15. Aggregate tonnage entered, 2,986.21.

Entered and cleared : 12 schooners, 5 dories—15. Aggregate tonnage entered, 2,184.33.

Entered and cleared: 2 ships. Aggregate tonnage entered, 2,181.33. Entered: 1 bark, and 1 in port. Aggregate tonnage entered, 594.30.

|| Entered: 1 bark, and 1 in port. Aggregate tonnage entered, 384.30.  
 ¶ Entered: 3 steamers, 54 ships, 5 barks—62, and 17 in port. Cleared: 3 steamers, 41 ships, 4 barks—48, and 31 in port. Aggregate tonnage entered, 80,422.

## Navigation and Commerce of the United States with Foreign Countries—Continued

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
<b>BRITISH DOMINIONS.</b>								
<b>HULL.</b>								
<i>H. J. Atkinson.</i>								
3d quarter.....		No report.....						
Quarter ended September 30, 1868.*	3	Callao.....	1	Sold.....	1	2,742 tons guano.....	1	Sold.....
			2	Cardiff.....	2	3,839 tons guano.....	2	Ballast.....
	3		3		3		3	
<b>KINGSTON, (Jamaica.)</b>								
<i>A. Gregg.</i>								
Quarter ended December 31, 1867.†	2	In port.....	1	New York.....	1	Before reported.....	1	Coffee, &c.....
	6	New York.....	1	Navassa.....	1	.....do.....	1	Ballast.....
			5	New York.....	5	Flour, provisions, &c.....	3	Logwood, coffee, &c.....
			1	Mosquito Coast.....	1	.....do.....	3	Ballast.....
	3	Boston.....	1	Grand Cayman.....	1	Provisions, ice, &c.....	1	Inward cargo.....
			2	In port.....	2	.....do.....	2	In port.....
	2	Barbadoes.....	2	New York.....	2	Ballast.....	2	Ballast.....
	1	Baltimore.....	1	Navassa.....	1	Coals.....	1	.....do.....
	1	St. Thomas.....	1	New York.....	1	Ballast.....	1	Logwood.....
	1	Gloucester.....	1	.....do.....	1	Provisions.....	1	Cocoanuts and oranges.....
	2	St. Jago de Cuba.....	1	Black River.....	1	Ballast.....	1	Ballast.....
	1	Navassa.....	1	Sav. la Mar., Ja.....	1	.....do.....	1	.....do.....
	1	Norfolk.....	1	In port.....	1	330 tons guano.....	1	In port.....
			1	.....do.....	1	Staves, &c.....	1	.....do.....
	20		20		20		20	
<b>Quarter ended March 31, 1868.‡</b>								
	4	In port.....	1	Philadelphia.....	1	Before reported.....	2	General cargoes.....
			1	Aspinwall.....	1	.....do.....	1	330 tons guano.....
			1	New York.....	1	.....do.....	1	Ballast.....
			1	Cienfuegos.....	1	.....do.....		
	6	New York.....	3	New York via an outport, Ja.....	3	General cargoes.....		
			1	New York via Ol- en fuegos.....	1	.....do.....	2	Part of outward cargo of logwood, sugar, &c.....
							1	Part of inward cargo.....



Quarter ended March 31, 1905		King George's Bd.		Barges reported		In port		In port		Cargo	
31	In port	1	King George's Bd.	1	Barges reported	1	Coal	1	Coal	1	Coal
1	Romeo	1	Romeo	1	do	1	do	1	do	1	do
3	Calcutta	3	Calcutta	3	do	3	Salt	3	Salt	3	Salt
4	Charleston	4	Charleston	4	do	4	Salt and general cargo	4	Salt and general cargo	4	Salt and general cargo
11	New York	11	New York	11	do	11	do	11	do	11	do
3	New Orleans	3	New Orleans	3	do	3	General cargo	3	General cargo	3	General cargo
4	Savannah	4	Savannah	4	do	4	Salt	4	Salt	4	Salt
1	Philadelphia	1	Philadelphia	1	do	1	General cargo	1	General cargo	1	General cargo
1	Bold	1	Bold	1	do	1	Sold	1	Sold	1	Sold
1	Key West	1	Key West	1	do	1	Salt	1	Salt	1	Salt
1	Hong Kong	1	Hong Kong	1	do	1	Coal	1	Coal	1	Coal
1	Cardiff	1	Cardiff	1	do	1	Ballast	1	Ballast	1	Ballast
1	Charleston	1	Charleston	1	do	1	General cargo	1	General cargo	1	General cargo
1	Mobile	1	Mobile	1	do	1	Salt	1	Salt	1	Salt
3	San Francisco	3	San Francisco	3	do	3	General cargo	3	General cargo	3	General cargo
4	New York	4	New York	4	do	4	General cargo and coal	4	General cargo and coal	4	General cargo and coal
4	Boston	4	Boston	4	do	4	General cargo and salt	4	General cargo and salt	4	General cargo and salt
1	Yokohama	1	Yokohama	1	do	1	Coal	1	Coal	1	Coal
1	Bombay	1	Bombay	1	do	1	do	1	do	1	do
1	In port	1	In port	1	do	1	In port	1	In port	1	In port
4	Mobile	4	Mobile	4	do	4	Ballast	4	Ballast	4	Ballast
5	New Orleans	5	New Orleans	5	do	5	General cargo	5	General cargo	5	General cargo
1	Philadelphia	1	Philadelphia	1	do	1	General cargo	1	General cargo	1	General cargo
1	New York	1	New York	1	do	1	Salt	1	Salt	1	Salt
1	Savannah	1	Savannah	1	do	1	Coal	1	Coal	1	Coal
1	Havana	1	Havana	1	do	1	Ballast	1	Ballast	1	Ballast
1	Newport	1	Newport	1	do	1	In port	1	In port	1	In port
6	In port	6	In port	6	do	6	Coal	6	Coal	6	Coal
1	Havana	1	Havana	1	do	1	Sold	1	Sold	1	Sold
1	New Orleans	1	New Orleans	1	do	1	General cargo	1	General cargo	1	General cargo
2	Charleston	2	Charleston	2	do	2	Coal and salt	2	Coal and salt	2	Coal and salt
1	Philadelphia	1	Philadelphia	1	do	1	General cargo	1	General cargo	1	General cargo
1	Baltimore	1	Baltimore	1	do	1	do	1	do	1	do
3	In port	3	In port	3	do	3	In port	3	In port	3	In port
5	Savannah	5	Savannah	5	do	5	General cargo, salt, &c.	5	General cargo, salt, &c.	5	General cargo, salt, &c.
1	Matanzas	1	Matanzas	1	do	1	Coal	1	Coal	1	Coal
5	New Orleans	5	New Orleans	5	do	5	Salt general cargo, &c.	5	Salt general cargo, &c.	5	Salt general cargo, &c.
1	Baltimore	1	Baltimore	1	do	1	General cargo	1	General cargo	1	General cargo
1	Havana	1	Havana	1	do	1	Coal	1	Coal	1	Coal
1	Key West	1	Key West	1	do	1	Salt	1	Salt	1	Salt
1	New York	1	New York	1	do	1	General cargo	1	General cargo	1	General cargo
7	In port	7	In port	7	do	7	In port	7	In port	7	In port

Entered: 99 ships, 25 barks, 2 schooners, 3 steamers—118, and 31 in port. Cleared: 93 ships, 18 barks, 2 schooners, 1 steamer—114, and 31 in port, 34. Aggregate tonnage entered: 128,401.



1	Maulmain .....	1	In port .....	1	bags Indian corn, 2,355 bags oil cake.	1	In port.....
1	Buenos Ayres.....	1	In port .....	1	343 squares teak timber .....	1	In port.....
1	Galveston .....	1	In port .....	1	455 pps. 104 hhds. 1,083 t-pps. 307 ca. tallow, &c.	1	In port.....
				1	2,399 bales cotton, 19 bags 1 case pecan nuts, 1 tool chest, 15 cases rubber blankets.		
149		149		149		149	
34	In port .....	3	Calcutta .....	3	Before reported.....	3	Salt.....
		2	San Francisco ..	2	do .....	2	General merchandise, coal.....
		2	Aden .....	2	do .....	2	Coal.....
		1	Cardiff .....	1	do .....	1	Ballast .....
		10	New York .....	10	do .....	10	General cargo, coal, salt.....
		1	Brisbane.....	1	do .....	1	General cargo.....
		5	Philadelphia .....	5	do .....	5	do .....
		1	Bombay .....	1	do .....	1	Coal.....
		3	Callao .....	3	do .....	3	do .....
		1	Bath .....	1	do .....	1	Salt .....
		1	Alexandria, Va. ....	1	do .....	1	do .....
		1	Newport.....	1	do .....	1	Ballast .....
		1	Baltimore .....	1	do .....	1	General cargo.....
		2	Boston .....	2	do .....	2	do .....
14	New York .....	12	New York .....	12	do .....	12	do .....
		2	In port .....	2	do .....	2	In port .....
				2,754 bags 132,648 bush. wheat, 2,698 bxs. bacon, 1,230 tea. beef, 36,192 bush. Indian corn, 496 cases sewing machines, 540 pkgs. 5 bxs. clocks. 14,100 staves, 2,771 tea. lard, 26 empty glass cases, 6,309 bbls. rosin, 386 bbls. flour, 244 hhds. tallow, 225 logs ma- hogany, 335 tea. lard oil, 224 logs cedar wood, 100 bbls. turpentine, 145 cases machinery, 829 ca. mowers, 137 bales hair, 501 bbls. pork, 150 bbls. cotton-seed oil, 188 hhds. 3 tea. to- bacco, 139,264 bush. corn, 600 hand- spikes, 8,996 oars, 13,818 bales cotton.			
23	San Francisco ..	2	Calcutta .....	23	201,751 bags 311,343 sacks wheat, 2 ca. wine, 2,956 sacks 5,942 t-sacks 30,007 t-sacks flour, 2 ca. contents unknown, 1 ca. sewing machines, 150 t-chts. tea.	2	Salt.....
		4	Boston .....			4	General cargo.....
		1	Philadelphia .....			1	do .....
		2	Bombay .....			2	General cargo, coal .....
		1	Callao .....			1	Coal.....
		2	Newport .....			2	Ballast .....

\* Entered : 24 ships, 16 barks, 1 brig, 1 schooner, 2 steamers—104, and 34 in port. Cleared : 86 ships, 19 barks, 1 brig, 1 schooner, 3 steamers—110, and 28 in port. Aggregate ton-  
nage entered, 115,796.



Port	Quantity	Commodity	Unit	Value	Remarks
Baltimore	2	catling oil		138	
Boston	1	940 bales cotton, 110 tes. 116 bbls. tobacco, 145 bags bark, 100 tes. beef, 20 bbls. corn meal, 75 bxs. milk, 25 bxs. tomatoes, 1,410 bbls. resin.			
Calcutta	1	376 bales cotton, 8,126 — logwood, 100 bbls. manganese, 50 bbls. 200 bxs. bacon, 200 bgs. coffee, 25 casks sperm oil, 112 logs mahogany.			
Calcutta	3	72,860 pea. deals, 5,515 pea. deal-ends, 14,114 pea. scantling, 42,860 pea. palings, 9,617 pea. boards.			
Torné	1	5,447 sacks wheat.			
Singapore	1	4,721 bbls. 1,168 baskets gambier, 1,060 bags rags, 1,370 buffalo hides, 2,255 bags rice, 6,260 bbls. ratans, 5,886 pea. sapan wood.			
Buenos Ayres	1	356 pps. 1,057 t-pps. 178 casks 7 ea. and 6 bbls. tallow.			
Bombay	4	23,915 bales 52 t-bales cotton, 1,626 bales wool, 53,520 buffalo, 1,898 deer horns, 300 bags linseed, 3,000 bbls. myra balsam, 8,216 bbls. colr yarn, 506 bales wool.			
Swansea	1	Ballast			
Valparaiso	1	8,500 bags flour, 8,384 bags wheat, 144 bags linseed.			
Montevideo	1	460 pps. 100 t-pps. tallow, 123 bales sheep-skins, 80,000 shin and shank bones.			
Norfolk	1	1,171 bales cotton, 109 bbls. 4 t-bbls. 39 tes. tobacco, 867 staves, 9,600 tree-nails, 396 bbls. manganese, 3,914 bbls. resin, 4,897 bags corn.			
Megillones	1	1,325 tons 1,325 sacks guano, 14,500 horns, 3,465 kilos hoofs.			
In port	31			138	
New York	11	Before reported			
San Francisco	1	do			
Philadelphia	6	do			
Boston	3	do			
Baltimore	1	do			
General cargo	11				
Coal	1				
General cargo	6				
do	3				
do	1				

Quarter ended September 30, 1868.\*

\* Entered: 41 ships, 5 brigs, 2 schooners, 8 barks, 3 steamers—59 and 31 in port. Cleared: 58 ships, 3 brigs, 2 schooners, 11 barks, 3 steamers—77, and in 13 port. Aggregate tonnage entered, 60,596.

\* Entered: 41 ships, 5 brigs, 2 schooners, 8 barks, 3 steamers—59 and 31 in port. Cleared: 58 ships, 3 brigs, 2 schooners, 11 barks, 3 steamers—77, and in 13 port. Aggregate tonnage entered, 60,596.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels	Where from.	No. of vessels	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS.								
LIVERPOOL.								
T. H. Dudley.								
Quarter ended March 31, 1868—Continued.	19	New Orleans .....	7	New Orleans .....	58,258 bales cotton, 94 bbls. tobacco, 1,337 bbls resin, 36,462 pec. staves, 1 bbl. pecan nuts, 1,467 sacks corn, 1 box sandries, 1,195 bags oil cake, 330 tea, tallow.	.....	7 General cargo and salt .....	.....
					19		1 General cargo .....	.....
							3 Coal .....	.....
							1 General cargo .....	.....
							1 Salt .....	.....
							1 Coal .....	.....
							3 In port .....	.....
	10	New York .....	10	Mobile .....	1,736 bags oil cake, 14,065 bbls. 37 bags cotton, 912 bbls. copper ore, 3,516 bbls. flour, 5,457 lxs. cheese, 33,530 bush peas, 6,423 bags, 84 727 bush, Indian corn, 15 ca. nuts, 172 bbls. 40 ca. 5794 lxs. tobacco 831 bbls. resin, 1,428 ca. sewing machines, 22 empty cases, 1 877 tea, beef, 46 bbls. tallow, 714 tea, lard, 3,288 cakes 3 kegs bran- dy, 12 buies rugs, 5,870 lxs. bacon, 230 bbls. pork, 480 pec. staves, 900 lxs. prepared corn	7 New York .....	1 Salt .....	.....
							7 General cargo .....	.....
							1 Ballast .....	.....
							1 In port .....	.....
	1	Wilmington .....	1	Bombay .....	1 1,012 bbls. crude and 1,290 bbls. spirits turpentine, 30 bbls. resin.	.....	1 Coal .....	.....
	3	St. John .....	3	Calcutta .....	83,340 pec. deals and battens, 2,065 pec. boards, 2,984 pec. sawdust, 8,230 pec. deal ends, 46,350 pec. pailings, 488 pec. birch lumber.	.....	1 Salt .....	.....
							1 Coal .....	.....
							1 In port .....	.....
	1	London .....	1	New York .....	1 In distress .....	.....	1 In distress .....	.....
	5	Baltimore .....	5	Kurrachee .....	3,449 sacks oil cake, 9,494 staves, 500 bbls. resin, 100 tea, beef, 229 lxs. lvs. corn, 3,913 buies cotton, 1,245 bbls. lubricating oil, 54 350 trenails, 977 bags bark, 573 bbls. grease, 1,046 bbls. petroleum, 400 bbls. benzine, 2 bbls. whisky, 1 ca. spirits turpentine, 1 bbl. honey, 90,547 bags corn.	3 In port .....	1 Coal .....	.....
							3 In port .....	.....
	1	Howland's Island .....	1	In port .....	1 1,500 tons guano .....	.....	1 In port .....	.....



				wax, 300 bbla. phosphate rock, 15 casks brandy.							
1	Galveston . . . . .	1	New York . . . . .	1	1,728 bales cotton . . . . .	1	General cargo . . . . .	1	General cargo . . . . .		
1	Savannah . . . . .	1	do . . . . .	1	2,069 bales cotton . . . . .	1	do . . . . .	1	do . . . . .		
1	Bristol . . . . .	1	In port . . . . .	1	Ballast . . . . .	1	In port . . . . .	1	In port . . . . .		
3	Sagua la Grande . . . . .	1	New York . . . . .	1							
		1	Cardiff . . . . .	3	510 bxs. sugar, 700 hhds. molasses . . . . .						
		1	New Orleans . . . . .								
4	Cardenas . . . . .	1	New York . . . . .	4	1,407 hhds. 325 bxs. sugar, 1,718 hhds. 126 tes. 19 bbla. molasses . . . . .						
		2	Philadelphia . . . . .								
		1	In port . . . . .								
1	Torn6 . . . . .	1	New York . . . . .	2	8,670 bags 9,105 sacks wheat . . . . .						
		1	Swansea . . . . .								
1	Baker's Island . . . . .	1	In port . . . . .	1	760 tons guano . . . . .						
2	Bombay . . . . .	1	Cardiff . . . . .	2	12,214 bales 2 1/4-bales cotton, 960 bags linseed, 576 bbla. rape seed, 1,000 bags myra balsam, 2,466 bbla. colr rope, 315 bales wool, &c. . . . .						
		1	In port . . . . .	1	21,775 sacks wheat . . . . .	1	do . . . . .	1	do . . . . .		
1	Valparaiso . . . . .	1	do . . . . .	1	2,774 bales cotton, 2,049 bxs. sugar . . . . .	1	do . . . . .	1	do . . . . .		
1	Bahia . . . . .	1	do . . . . .	1	2,600 bxs. sugar . . . . .	1	do . . . . .	1	do . . . . .		
1	Havana . . . . .	1	do . . . . .	1	370 pes. birch timber, 30,426 pes. deals and ends, 6,809 pes. scantling, 18,450 pes. palings, 1,479 bxs. preserved salmon . . . . .	1	do . . . . .	1	do . . . . .		
1	Dulhouse . . . . .	1	do . . . . .	1	22,612 pes. deal ends and scantling, 400 bxs. salmon . . . . .	1	do . . . . .	1	do . . . . .		
1	Richbucto . . . . .	1	do . . . . .	1	91 hhds. 126 tes. tobacco, 5,721 bbla. resin, 2,000 staves . . . . .	1	General cargo . . . . .	1	General cargo . . . . .		
1	Norfolk . . . . .	1	New York . . . . .	1	510 hhds. 125 tes. tobacco, 171 bales cotton, 75 bbla. resin, 4 bales rags . . . . .	1	do . . . . .	1	do . . . . .		
1	Richmond . . . . .	1	do . . . . .	1	360 logs mahogany . . . . .	1	do . . . . .	1	do . . . . .		
1	Minatitlan . . . . .	1	Galveston . . . . .								
				90		90		90			
7	In port . . . . .	1	Philadelphia . . . . .	1	Before reported . . . . .	1	Iron, lead, barrels, drugs, ginger, gum, &c. . . . .	1	Iron, lead, barrels, drugs, ginger, gum, &c. . . . .	24,200	
		3	New York . . . . .	3	do . . . . .	3	Iron, lead, beer, gum, rags, chalk, soda, cloves, dry goods, &c. . . . .	3	Iron, lead, beer, gum, rags, chalk, soda, cloves, dry goods, &c. . . . .	53,000	
		1	New Orleans . . . . .	1	do . . . . .	1	Beer, wine, soda, sundries . . . . .	1	Beer, wine, soda, sundries . . . . .	5,020	
		1	Cardiff . . . . .	1	do . . . . .	1	Ballast . . . . .	1	Ballast . . . . .		
		1	Boston . . . . .	1	do . . . . .	1	Scrap iron . . . . .	1	Scrap iron . . . . .	11,000	

LONDON.  
F. H. Morse.  
Quarter ended December 31, 1867.\*

\* Entered: 29 ships, 5 barks—34, and 7 in port. Cleared: 14 ships, 4 barks, 1 brig—19, 1 sold, and 21 in port. Aggregate tonnage entered, 35,124.64.



Quarter ended September 30, 1868.†									
1	Quebec.....	1	New Castle.....	1	Petroleum oil and staves.....	4,397	1	Ballast.....	100,864
1	Sydney.....	1	In port.....	1	Wool, tallow, hides, &c.....	140,000	1	In port.....	\$517,322 76
17	.....	17	.....	17	.....	427,562	17	.....	.....
6	In port.....	1	Port Phillip.....	1	Before reported.....	.....	1	Rum, iron, salt, deals, soda.....	32,000
11	New York.....	1	Boston.....	1	do.....	.....	1	Iron, lead, rags, beer, &c.....	16,075
1	Narva.....	3	New York.....	3	do.....	.....	3	Rags, wool, beer, iron, &c.....	36,700
1	Melbourne.....	1	New Castle.....	1	do.....	.....	1	Ballast.....	92,700
2	New Orleans.....	7	New York.....	7	Wheat, tobacco, flour, &c.....	201,000	7	Iron, lead, chalk, soda, &c.....	5,362
2	St. John's, N. B. ..	4	In port.....	4	Wheat, flour, peas, &c.....	89,769	4	In port.....	.....
1	Baltimore.....	1	New York.....	1	Deals.....	1,300	1	Iron, rags, cork, drugs, &c.....	.....
1	Napier, N. Z.....	1	Savannah.....	1	Wool and tallow.....	61,521	1	Ballast.....	.....
1	Chinchi Islands.....	1	Cardiff.....	1	Tobacco, rosin, hair, staves.....	140,300	1	do.....	.....
1	Guantanamo.....	1	In port.....	1	do.....	51,495	1	In port.....	.....
2	Cardenas.....	1	Cardiff.....	1	Deals and deal ends.....	15,000	1	Ballast.....	.....
1	Littleton, N. Z.....	1	In port.....	1	Deals and pulings.....	5,000	1	In port.....	.....
1	Calcutta.....	1	Cardiff.....	1	Oil cake, tobacco, &c.....	12,000	1	Ballast.....	4,600
1	Jamaica.....	1	Boston.....	1	Wool and sundries.....	18,000	1	Iron, soda, rags, lime, &c.....	.....
1	Elizata.....	1	Grimby.....	1	Grain.....	7,200	1	Ballast.....	.....
1	Havana.....	1	Cardiff.....	1	Sugar and rum.....	9,040	1	do.....	.....
34	.....	1	Boston.....	1	do.....	16,000	1	Iron, wood, beer, currants.....	3,050
.....	.....	1	Cardiff.....	1	Molasses.....	3,500	1	Ballast.....	.....
.....	.....	1	In port.....	1	Wool, flour, fax, &c.....	28,801	1	In port.....	.....
.....	.....	1	do.....	1	Seed, rice, jute, hides, &c.....	23,600	1	do.....	.....
.....	.....	1	do.....	1	Sugar, logwood, &c.....	8,460	1	do.....	.....
.....	.....	1	do.....	1	Dyewoods.....	7,076	1	do.....	.....
.....	.....	1	do.....	1	Sugar.....	13,000	1	do.....	.....
.....	.....	34	.....	34	.....	672,062	34	.....	190,487
.....	.....	.....	.....	.....	.....	\$3,252,780 08	.....	.....	\$921,957 08
No arrivals.....									
No departures.....									

Quarter ended September 30, 1868.†

LONDONDERRY.  
C. Dougherty.

Quarter ended December 31, 1867.

\* Entered: 9 ships, 1 brig, 1 bark—11, and 21 in port. Cleared: 26 ships, 1 brig, 3 barks—30, and 2 in port. Aggregate tonnage entered, 11,752.55.  
† Entered: 11 ships, 2 barks, 2 schooners—15, and 2 in port. Cleared: 7 ships, 2 barks, 2 schooners—11, and 6 in port. Aggregate tonnage entered, 14,854.53.  
‡ Entered: 18 ships, 10 barks—28, and 6 in port. Cleared: 17 ships, 6 barks—23, and 11 in port. Aggregate tonnage entered, 26,763.83.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. LIVERPOOL. T. H. Dudley. Quarter ended September 30, 1863—Continued.								
	1	New York.....	4	Calcutta.....	4 Before reported .....	.....	4 Salt.....	.....
			2	Cardiff .....	2 do. ....	.....	2 Ballast .....	.....
			1	St. John .....	1 do. ....	.....	1 do. ....	.....
			2	Bombay .....	2 do. ....	.....	2 Coal.....	.....
	1	New York.....	1	New York.....	1 922 hhds. 40 tca. molasses, 8,400 pea. head staves, 331 bbls resin.	.....	3 General cargo.....	.....
	5	Baltimore.....	3	Baltimore.....	5 407 hhds. 35 tca, 106 pkg. 88 ca. tobac- co, 20 bales cotton duck, 12 bxs. 105	.....	5 General cargo and coal .....	.....
			1	Philadelphia.....	ca. oysters, 12 bxs. milk, 9,192 bags	.....		
			1	Cuba.....	3 casks bark, 44 boxes flavine, 981 bales cotton, 31 ca. peaches, 3,685	.....		
					bbls. resin, 47 casks extract of hem- lock, 2 bbls. guano, 7,491 sacks 2,975	.....		
	4	New Orleans.....	4	Newport.....	4 2,556 bales cotton, 7 hhds. 14 bbls. brandy, 742 bbls. resin, 36,780 hhds.	.....	3 Iron, salt, and general cargo .....	.....
			2	New Orleans.....	staves, 2 bxs. wine, 5,716 horns, 52	.....	1 Ballast.....	.....
			1	Boston .....	tca. 17 casks bones, 500 bags oil cake, 754 hhds. 26 1/2-hhds. tobacco, 1 cask	.....		
					nails, 20,329 bush. wheat, 183 bbls. bean meal.	.....		
	2	Mobile .....	1	New York.....	2 4,001 bales cotton .....	.....	2 General cargo.....	.....
			1	New Orleans.....		.....		
	17	St. John's, N. B..	2	Cardiff .....	17 38,356 pea. scantling, 397,502 pea. deals and battens, 57,130 pea. boards, 61,548	.....	2 Ballast .....	.....
			6	New York .....	pea. deal ends, 273,700 pea. palings,	.....	12 General cargo, salt, &c. ....	.....
			3	Philadelphia.....	1,186 handspikes, 2,000 ft. scantling,	.....	3 In port .....	.....
			1	Calcutta.....	11 topgallant masts, 90,279 pea. deals.	.....		
			2	Boston .....		.....		
			3	In port .....		.....		
			2	New York.....	4 6,000 bags, 4,115 1/2-sacks flour, 96,707	.....	3 General cargo and coal .....	.....
			1	Cardiff .....	sacks wheat, 1 pkg. 16 ea. wine, 1 bx.	.....	1 Ballast.....	.....
			1	Callao.....	preserves.	.....		

Quarter ended June 30, 1868.†	2	In port.....	1	London.....	1	Before reported.....	.....	1	Ballast.....	.....
	1	New York.....	1	San Francisco.....	1	do.....	.....	1	4,455 bales of wool, &c. ....	281, 100
	2	Boston.....	1	Hong Kong.....	1	General cargo.....	£13, 052	1	Ballast.....	.....
			1	Guam.....	1	do.....	13, 311	1	do.....	.....
			1	In port.....	1	do.....	10, 586	1	In port.....	.....
	5	.....	5	.....	5	.....	36, 949	5	.....	81, 100
							\$178, 833 16			\$392, 524 00
Quarter ended September 30, 1868.†	1	In port.....	1	Guam.....	1	Before reported.....	.....	1	Ballast.....	.....
	4	New York.....	2	San Francisco.....	4	General cargo.....	£78, 254	4	do.....	.....
			1	Shanghai.....						.....
			1	Callao.....						.....
	3	Boston.....	2	Hong Kong.....	3	do.....	35, 155	2	do.....	.....
	8	.....	1	In port.....	8	.....	113, 409	1	In port.....	.....
							\$548, 899 56			.....
MOSSEL BAY. J. Vincent. Quarter ended December 31, 1867.	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....		.....	.....	.....	.....	.....	.....		.....
	.....	No report.....	.....	.....	.....	.....	.....	.....		.....
	.....		.....	.....	.....	.....	.....	.....		.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
Quarter ended March 31, 1868.	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
3d quarter.....	.....		.....	.....	.....	.....	.....	.....		.....
4th quarter.....	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Entered and cleared, 1, class not given. Tonnage entered, 609.

† Class and tonnage not reported.

‡ Entered: 2 ships, 2 barks—4. Cleared: 2 barks, and 2 in port. Aggregate tonnage entered, 3,178.

§ Entered: 4 ships, 2 barks—6, and 2 in port. Cleared: 4 ships, 2 barks—6, and 2 in p rt. Aggregate tonnage entered, 5,161.

|| Entered: 3 ships, 4 barks—7 and 1 in port. Cleared: 3 ships, 4 barks—7, and 1 in port. Aggregate tonnage entered, 4,742.

¶ Entered: 3 barks, and 2 in port. Cleared: 2 ships, 2 barks—4, and 1 in port. Aggregate tonnage entered, 1,451.





NASSAU.

T. Kirkpatrick.

Quarter ended December  
31, 1867.††

New York.....	6	New York.....	3	General cargo.....	5	\$133,313 41	Sponge, salt, and ballast.....	3	1,928 50
1 Savannah.....	1	1 Bridgeport.....	1	.....	1	.....	1 Sponge.....	1	566 40
1 Philadelphia.....	1	1 Wrecked.....	1	.....	1	.....	1 Wrecked.....	1	.....
1 Darien.....	1	1 Cienfuegos.....	1	.....	1	.....	1 In port.....	1	.....
2 Havana.....	2	1 Savannah.....	1	Lumber.....	1	3,734 02	1 Ballast.....	1	.....
1 Long Bay.....	1	1 New Orleans.....	1	No cargo.....	1	.....	1 do.....	1	.....
1 Boston.....	1	1 Savannah.....	1	Lumber.....	1	432 00	1 Fruit, &c.....	1	250 50
1 Baltimore.....	1	1 Wilmington.....	1	Cargo not landed.....	1	.....	1 Inward cargo.....	1	.....
1 Wrecked.....	1	1 New York.....	1	In for mails.....	1	.....	1 do.....	1	.....
2 Navassa.....	2	1 Boston.....	1	Cargo not landed.....	1	.....	1 do.....	1	.....
1 Trinidad.....	1	1 New York.....	1	General merchandise.....	1	10,211 47	1 Sponge, &c.....	1	1,576 86
1 St. Thomas.....	1	1 Baltimore.....	1	do.....	1	11,628 45	1 Salt, 4,500 bushels.....	1	452 50
1 Aspinwall.....	1	1 Wrecked.....	1	Goods sold.....	1	921 96	1 Wrecked.....	1	.....
1 Portland.....	1	2 Baltimore.....	2	Guanos, and 1 in distress.....	1	300 00	1 Salt, 10,000 bushels.....	2	12 00
1 Magnana.....	1	1 do.....	1	Ballast.....	1	.....	1 Salt, 7,036 bushels.....	1	844 32
1 Exhuma.....	1	1 New York.....	1	do.....	1	.....	1 Salt, 7,207 bushels.....	1	936 91
1 Wilmington.....	1	1 Baltimore.....	1	do.....	1	.....	1 Salt, 11,091 bushels.....	1	1,330 92
		1 New York.....	1	Provisions.....	1	866 08	1 In port.....	1	.....
		1 do.....	1	In for medicine.....	1	.....	1 Sponge and salt.....	1	2,400 00
		1 Bridgeport.....	1	Provisions.....	1	1,566 40	1 Pines, sugar-cane, &c.....	1	119 52
		1 Wilmington.....	1	Pork, flour, &c.....	1	180 00			
	24		24		24	163,153 81			10,412 43

Quarter ended March 31,  
1868.††

In port.....	2	Cienfuegos.....	1	Before reported.....	1	.....	Ballast.....	1	1,507 47
2 Exuma.....	2	1 Inagua.....	1	do.....	1	.....	1 Salt and old iron.....	1	3,413 25
10 New York.....	10	1 Boston.....	1	General cargo.....	1	6,270 00	1 Sponge.....	1	2,967 54
		1 Key West.....	1	Provisions.....	1	.....	1 Sponge, &c.....	1	.....
		4 Havana.....	4	General cargo.....	4	38,822 44	1 Inward cargoes.....	4	.....
		1 St. Blas.....	1	do.....	1	4,615 52	1 Ballast.....	1	.....
		1 New Orleans.....	1	do.....	1	1,377 33	1 Wrecked.....	1	.....
		1 New York.....	1	do.....	1	11,885 04	1 Ballast.....	1	.....
		1 Cardenas.....	1	do.....	1	30,277 64	1 do.....	1	.....
		1 Buenos Ayres.....	1	Ballast.....	1	.....	1 do.....	1	.....
		1 Matanzas.....	1	General cargo.....	1	30,740 80	1 do.....	1	.....

\* Entered and cleared: 2 schooners.

† Entered and cleared: 1 schooner.

‡ Entered and cleared: 3, class not given. Aggregate tonnage entered, 1,750.

§ Entered and cleared: 3, class not given. Aggregate tonnage entered, 1,594.52.

¶ Entered: 2 steamers, 11 brigs, 10 schooners, 1 ship—24. Cleared: 9 schooners, 10 brigs, 2 steamers—21, 2 in port, and 1 wrecked. Aggregate tonnage entered, 6,933.

‡ Entered: 15 schooners, 8 steamers, 4 brigs, 2 barks—29, and 2 in port. Cleared: 15 schooners, 8 steamers, 4 brigs, 2 barks—29, 1 in port, and 1 wrecked. Aggregate tonnage entered, 14,908.

‡ Entered and cleared: 1 schooner. Tonnage for the year, 308.

§ Entered and cleared: 3, class not given. Aggregate tonnage entered, 1,341.

¶ Entered and cleared: 3, class not given. Aggregate tonnage entered, 2,224.

‡ Entered: 2 steamers, 11 brigs, 10 schooners, 1 ship—24. Cleared: 9 schooners, 10 brigs, 2 steamers—21, 2 in port, and 1 wrecked. Aggregate tonnage entered, 6,933.

‡ Entered: 15 schooners, 8 steamers, 4 brigs, 2 barks—29, 1 in port, and 1 wrecked. Aggregate tonnage entered, 14,908.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels.	Where from.	No. of vessels.	Where to.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. LONDONDERRY. <i>C. Dougherty.</i> Quarter ended March 31, 1868.*	1	New York.....	1	Londonderry.....	1	23, 680.	1 Ballast.....	.....
	1	Valparaiso.....	1	Androsan.....	1	6, 776.	1 Ballast.....	.....
	1	No report.....	1	.....	.....	.....	No report.....	.....
	1	.....	1	.....	.....	.....	.....	.....
MELBOURNE. <i>G. R. Latham.</i> Quarter ended December 1, 1867.†	4	Boston.....	1	San Francisco, via New Castle, N. W.	3	\$88, 377 84	1 Ballast.....	.....
	1	.....	1	London, via Lau- ceston, V. D. L.	1	67, 628 20	1 do.....	.....
	2	In port.....	2	In port.....	2	102, 314 24	2 In port.....	.....
	4	.....	4	.....	4	348, 320 98	4	.....
Quarter ended March 31, 1868.‡	2	In port.....	1	San Francisco, via New Castle, N. W.	1	.....	1 Ballast.....	.....
	1	Puget Sound.....	1	London, via Syd- ney, N. B. W.	1	.....	1 do.....	.....
	2	New York.....	1	San Francisco, via New Castle.	2	21, 318	1 do.....	.....
	1	.....	1	Hong Kong, via New Castle.	1	97, 033	1 do.....	.....
Quarter ended March 31, 1868.§	1	Swartwick, Swe- den.	1	In port.....	1	51, 519	1 In port.....	.....
	2	Boston.....	1	San Francisco, via New Castle.	2	3, 408	1 Ballast.....	.....
	1	.....	1	Hong Kong, via New Castle.	1	.....	1 do.....	.....
	1	.....	1	.....	1	.....	1 do.....	.....

NEW CASTLE, N. S. W. G. Mitchell.									
Quarter ended December 31, 1867.†									
7 New York.....	5 Havana.....	3 Dry goods, &c.....	1,551 96	5 Part inward cargo.....	1,000 50				
1 Wrecked.....	1 Wrecked.....	1 Cargo sold.....	11,348 35	1 Wrecked.....	.....				
2 New York.....	2 New York.....	2 General cargo.....	26,330 89	2 8,500 bush. salt, pine-apples.....	.....				
1 Jamaica.....	1 Jamaica.....	1 Flour, pork, cheese.....	3,715 00	1 Condemned.....	.....				
1 Baltimore.....	1 Baltimore.....	1 Assorted cargo.....	3,243 36	1 Pine-apples.....	494 50				
3 Havana.....	3 New York.....	3 Cargo not landed.....	367 33	3 Inward cargo and fruit.....	3,658 92				
1 Rockland.....	1 Wrecked.....	1 Materials sold.....	.....	1 Wrecked.....	.....				
1 St. Thomas.....	1 New York.....	1 Ballast.....	.....	1 2,169 bush. salt.....	260 28				
1 Fernandina.....	1 Jacksonville.....	1 Flour, meal, &c.....	625 70	1 Flour, meal, &c.....	177 14				
1 Boston.....	1 Boston.....	1 Assorted cargo.....	4,000 00	1 Sponges, metal, &c.....	3,939 22				
18.....	18.....	.....	60,234 84	.....	14,155 51				
Quarter ended March 31, 1868.‡									
1 In port.....	1 Hong Kong.....	1 Before reported.....	.....	1 1,080 tons coal.....	2,434 00				
1 Port Chalmers.....	1 Shanghai.....	1 Ballast.....	.....	1 702 tons coal.....	1,579 00				
1 Melbourne.....	1 San Francisco.....	1 do.....	.....	1 980 tons coal.....	2,205 00				
3.....	3.....	.....	.....	.....	6,218 00				
Quarter ended June 30, 1868.¶									
4 Melbourne.....	2 San Francisco.....	2 Ballast.....	.....	2 1,725 tons coal.....	3,881 00				
4.....	2 In port.....	2 do.....	.....	2 In port.....	3,881 00				
2 In port.....	2 San Francisco.....	2 Before reported.....	.....	2 2,800 tons coal.....	7,000 00				
3 Melbourne.....	2 Hong Kong.....	2 Ballast.....	.....	2 1,219 tons coal.....	3,047 00				
1 Sydney.....	1 Shanghai.....	1 do.....	.....	1 In port.....	1,925 00				
6.....	1 San Francisco.....	1 do.....	.....	1 770 tons coal.....	11,972 00				
Quarter ended September 30, 1868.¶¶									
1 In port.....	1 Shanghai.....	1 Before reported.....	.....	1 684 tons coal.....	1,710 00				
2 Dunedin.....	2 Dunedin.....	2 Ballast.....	.....	2 690 tons coal, 30 tons coke.....	1,880 00				
5 Melbourne.....	2 Hong Kong.....	2 do.....	.....	2 1,500 tons coal.....	3,750 00				
.....	1 San Francisco.....	1 do.....	.....	1 1,100 tons coal.....	2,750 00				
.....	1 Shanghai.....	1 do.....	.....	1 650 tons coal.....	1,306 00				
.....	1 In port.....	1 do.....	.....	1 In port.....	.....				

\* Entered: 6 steamers, 2 barks, 2 brigs, 27 schooners—37, and 1 in port. Cleared: 6 steamers, 2 brigs, 27 schooners—35, and 3 wrecked. Aggregate tonnage entered, 11,901.

† Entered: 11 schooners, 1 brig, 6 steamers—18. Cleared: 8 schooners, 1 brig, 6 steamers—15, and 3 wrecked. Aggregate tonnage entered, 9,839.

‡ Entered: 2 barks, and 1 in port. Cleared: 2 barks, 1 ship—3. Aggregate tonnage entered, 1,156 65.

§ Entered: 3 ships, 1 bark—4. Cleared: 1 ship, 1 bark—2, and 2 in port. Aggregate tonnage entered, 3,376 45.

¶ Entered: 3 barks, 1 brig—4, and 2 in port. Cleared: 2 ships, 2 barks, 1 brig—5, and 1 in port. Aggregate tonnage entered, 2,024 59.

¶¶ Entered: 2 ships, 5 barks, 2 schooners—9, and 1 in port. Cleared: 1 ship, 4 barks, 2 schooners—7, and 3 in port. Aggregate tonnage entered, 4,708 75.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>BRITISH DOMINIONS.</b>								
MONTZGO BAY.								
G. L. Phillips.								
Quarter ended December 31, 1867.	1	New York	1	Black River.	Flour bread, &c.	1	Ballast	.....
	1	Falmouth, Jam.	1	New York.	Ballast	1	Logwood	.....
	2	.....	2	.....	.....	2	.....	.....
Quarter ended March 31, 1868.	1	Falmouth, Jam.	1	New York.	Ballast	1	Ginger ad metals.	.....
Quarter ended June 30, 1868.	1	New York.	1	Black River.	Bread, flour, &c.	1	Ballast	.....
4th quarter.	.....	No arrivals	.....	.....	.....	.....	No departures.	.....
<b>MAULMAIN.</b>								
W. Brooks.								
Quarter ended December 31, 1867.	1	Aden	1	Bombay.	Ballast	1	1,169 3-50 tons teak timber.	.....
	1	Bombay.	1	England	do	1	317 16-50 tons teak timber	.....
	1	Rangoon	1	Rangoon, &c.	do	1	General cargo	.....
	2	.....	2	.....	.....	2	.....	.....
Quarter ended March 31, 1868.	2	Rangoon	2	Rangoon, &c.	General cargo	2	Teak timber.	.....
Quarter ended June 30, 1868.	1	Bombay.	1	England.	Ballast	1	675 tons teak timber.	.....
	2	Rangoon	2	Rangoon	General cargo	2	General cargo.	.....
	2	.....	2	.....	.....	2	.....	.....
Quarter ended September 30, 1868.	2	Aden	1	Cabruta.	Ballast	1	264 40 tons teak timber.	\$10,245 00
	1	Bombay.	1	Bombay.	do.	1	200 tons teak timber	43,438 00

Quarter ended September 30, 1866.¶	1	Singapore .....	1	Boston .....	1	Ballast .....	1	205 98 piculs nutmeg, 8 08½ piculs mace, 1 108.78 piculs tin, 151.03 piculs India-rubber.	38,478 93
PLYMOUTH. T. W. Fox.									
Quarter ended December 31, 1867.**	1	London.....	1	New York.....	1	General cargo.....	1	In for repairs .....	
Quarter ended March 31, 1868.		No arrivals .....						No departures.....	
3d quarter.....		No arrivals .....						No departures.....	
Quarter ended September 30, 1868.††	1	Cardenas .....	1	Cardiff .....	1	522 tons sugar .....	60,124 00	Ballast .....	
PORT ADELAIDE. J. W. Smith.									
Quarter ended December 31, 1867.‡‡	1	Bangor .....	1	Calcutta.....	1	1,400 tons lumber .....	19,360 00	360 tons copper .....	87,120 00
	1		1		1		19,360 00	10 horses .....	9,680 00
2d, 3d, and 4th quarters...		No reports .....							96,800 00
PORT ELIZABETH. J. L. Flanders.									
Quarter ended December 31, 1867.§§	1	Boston .....	1	In port .....	1	Agricultural implements, carriages, and sundries.	32,116 81	In port .....	

\* Entered and cleared: 1 brigantine, and 1 in port. Tonnage entered, 150.70.  
† Entered: 2 brigantines, and 1 in port. Cleared: 3 brigantines. Aggregate tonnage entered, 436.43.  
‡ Entered: 1 steamer, 1 ship—2. Cleared: 1 ship, and 1 in port. Aggregate tonnage entered, 1,100.  
§ Entered and cleared: 1, class not given. Tonnage not given.  
¶ Entered and cleared: 1 ship. Tonnage entered, 826.  
\*\* Entered and cleared: 1 ship. Tonnage entered, 736.  
†† Entered and cleared: 1 ship. Tonnage entered, 1,059.  
‡‡ Entered and cleared: 1 brig. Tonnage entered, 485.  
§§ Entered and cleared: 1, class not given. Tonnage entered, 905.  
|| Entered and cleared: 1 bark, and 1 in port. Tonnage entered, 322.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS CLEARED.		VESSELS ENTERED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>BRITISH DOMINIONS.</b>								
NASSAU.								
<i>T. Kirkpatrick</i>								
Quarter ended March 31, 1888.—Continued.	31	2 New York	1	Barranco	General cargo	\$18,803 60	Ballast	.....
		1 Cuba	1	Cuba	do	10,831 75	do	.....
		1 Marguana	1	Marguana	do	2,850 00	Inward cargo	64,000 00
		1 Boston	1	Boston	Cargo not landed	.....	In for repairs	.....
		3 New York	2	New York	do	.....	Sponge	1,404 90
		1 Bath	1	Holmes's Hole	do	.....	Inward cargo	.....
		1 Baltimore	1	Matanzas	Ice and lumber	1,283 80	Malt	1,000 00
		1 Demerara	1	Matanzas	General cargo	10,171 95	Ballast	.....
		1 Georgetown	1	Philadelphia	Cargo not landed	.....	Inward cargo	.....
		1 Long Cay	1	Port	Lumber	.....	In port, (loading)	.....
		1 Montevideo	1	Boston	Sponge and provisions	645 12	Sponge	1,176 75
		1 Port of Spain	1	Cuba	Ballast	.....	Ballast	.....
		1 Nassau	1	Baltimore	do	.....	Malt	1,010 00
		2 Nassau	2	New York	do	1,000 00	Malt	883 34
				Boston	General cargo	.....	Sponges and salt	7,000 00
	31		31			170,253 73		94,076 47
<b>Quarter ended June 30 1888.</b>								
	1	In port	1	Cuba	Before reported	.....	Ballast	.....
	2	Havana	3	New York	Cargoes not landed	.....	Sponges, &c	2,000 00
	3	Boston	1	Matanzas	Ballast	.....	In distress	.....
			1	Wrecked	Materials sold	700 00	Wrecked	.....
			1	Boston	Provisions and lumber	4,000 00	Part inward cargo	.....
	24	New York	16	New York	General cargo	64,261 77	Pine apples, &c	10,071 00
			1	Wrecked	Material sold	872 10	Wrecked	.....
			2	Cardenas	General cargo	50,037 16	Ballast	.....
			3	Havana	do	50,319 12	Part inward cargo	.....
			1	Barranco	Railroad iron	650 00	Wrecked	.....
			1	Wrecked	Total wreck	.....	Sponge	4,403 14
	2	Exuma	2	Boston	Sponge	9,454 30	Pine-apples	1,000 00
	2	Baltimore	2	Baltimore	General cargo and provisions	1,400 00	Sponges and old iron	9,100 13
	2	Nassau	2	Boston	do	.....	0,077 bush, salt	300 04
	1	Cape Haytien	1	do	Ballast	.....		
	26		30			110,019 12		41,200 60



PORT LOUIS.

N. Pike.

Quarter ended December 31, 1867.†

1	Rodrigues .....	1	Whale oil and bone.....	1	Whale oil and bone.....	80,000 00
1	Madagascar .....	1	do.....	1	do.....	30,000 00
2	Cruising .....	1	do.....	1	do.....	14,000 00
		1	do.....	1	do.....	30,000 00
4		4				154,000 00

Quarter ended March 31, 1868.††

1	Cape Town.....	1	Ballast.....	1	Ballast.....	
2	Zanzibar .....	2	Whale oil and bone.....	2	Whale oil and bone.....	92,000 00
1	Calcutta .....	1	Rice .....	1	Rice .....	75,000 00
4		4				167,000 00

Quarter ended June 30, 1868.\*\*

2	Cruising .....	2	Whale and sperm oil and bone .....	2	Inward cargo.....	54,000 00
1	Calcutta .....	1	Seed, jute, &c.....	1	do.....	150,000 00
3		3				204,000 00

Quarter ended September 30, 1868.††

2	Cruising.....	2	Ballast.....	1	Ballast.....	
1	Basenl .....	1	Whale oil and bone.....	1	Inward cargo.....	80,000 00
3		3	Rice .....	1	Rice .....	150,000 00
						230,000 00

PORT NATAL.

G. C. Cato.

Quarter ended December 31, 1867.

	No arrivals.....		No departures.....			
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Quarter ended March 31, 1868.

	No report .....					
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\* Entered: 1, in port. Cleared: 1 bark.  
† Entered and cleared: 1 bark. Tonnage entered, 628.  
‡ Entered and cleared: 13 schooners. Aggregate tonnage entered, 856.  
§ Entered and cleared: 13 schooners, 2 barges, 1 tug—16. Aggregate tonnage entered, 869.  
|| Entered and cleared: 4 barges. Aggregate tonnage entered, 1,190. 80.  
¶ Entered and cleared: 1 steamship, 1 bark, 1 brig, 1 ship—4. Aggregate tonnage entered, 3,259.  
\*\* Entered and cleared: 1 bark, 2 ships—3. Aggregate tonnage entered, 1,219. 91.  
†† Entered and cleared: 1 ship, 1 bark, 1 brig—3. Aggregate tonnage entered, 903. 22.



ST. ANN'S BAY. M. Solomon. Quarter ended December 31, 1867. <sup>§</sup>	1	Norfolk, Va.....	1	New York.....	1	100 bbls. flour, &c.....	\$2, 120 00	1	800 bags pimento, &c.....	4, 983 40
Quarter ended March 31, 1868. <sup>§</sup>	1	Dominica.....	1	New York.....	1	Ballast.....	.....	1	150, 000 oranges.....	363 00
	1	New York.....	1	Cuba.....	1	175 bbls. flour, &c.....	3, 078 00	1	Ballast.....	363 00
	2	.....	2	.....	2	.....	3, 078 00	2	.....	.....
Quarter ended June 30, 1868. <sup>§</sup>	1	New York, via Salmouth.....	1	San Blas.....	1	925 bbls. flour, &c.....	5, 478 00	1	Ballast.....	.....
	1	New York, via Turk's Island.....	1	In port.....	1	175 bbls. flour, &c.....	3, 456 00	1	In port.....	.....
	2	.....	2	.....	2	.....	8, 274 00	2	.....	.....
Quarter ended Septem- ber 30, 1868. <sup>§</sup>	1	In port.....	1	Rodan.....	1	Before reported.....	.....	1	8 bags coffee.....	164 36
SAVANNA LA MAR. J. Dougall. Quarter ended December 31, 1867. <sup>§</sup>	1	Kingston, Ja.....	1	Philadelphia.....	1	Ballast.....	.....	1	243 tons logwood.....	.....
Quarter ended March 31, 1868. <sup>§</sup>	1	Kingston, Ja.....	1	Philadelphia.....	1	Ballast.....	.....	1	90 lbs. and 8 bags ginger, 147 tons logwood, 40 tons old metal.	.....
Quarter ended June 30, 1868. <sup>§</sup>	1	Montego Bay.....	1	New York.....	1	Ballast.....	.....	1	40½ tons logwood, 16 pkgs. ginger, and old metal.	.....

<sup>§</sup> Entered and cleared: 2 barka, 2 ships—4. Aggregate tonnage entered, 9, 536. † Entered and cleared: 1 schooner, 1 ship—2. Aggregate tonnage entered, 1, 738.

<sup>§</sup> Entered and cleared: 1 schooner, Tonnage entered, 84. † Entered and cleared: 1 schooner, † Entered and cleared: 2 schooners.

<sup>§</sup> Entered: 1 brig, 1 schooner—2. Cleared: 1 brig. In port, 1. † Entered: 1 schooner. Tonnage entered for the year, 459.

<sup>§</sup> Entered and cleared: 1 brig. Tonnage entered, 192.50. † Entered and cleared: 1 schooner. Tonnage entered, 192.50.

<sup>§</sup> Entered and cleared: 1 schooner. Tonnage entered, 192.50.



4 Boston .....	3 Havana .....	3 .....	24,190 shooks .....	11,727 00
2 New York .....	1 Cardenas .....	1 .....	1 Shooks and boards .....	3,107 00
4 Portland .....	2 Havana .....	2 .....	2 15,750 shooks .....	7,875 00
	1 .....	1 .....	1 5,652 shooks .....	2,826 00
2 Machias .....	3 Portland .....	3 Passengers .....	3 General cargo .....	1,344 40
1 Rockland .....	2 In port .....	2 Ballast .....	2 In port .....	
1 Belfast .....	1 Havana .....	1 .....	1 Shooks and nails .....	4,367 00
1 Gloucester .....	1 .....	1 .....	1 7,740 shooks .....	3,870 00
1 Yarmouth .....	1 Matanzas .....	1 .....	1 69,870 feet boards .....	1,698 70
1 Jonesport .....	1 Yarmouth .....	1 Passengers .....	1 General cargo .....	5,979 63
1 St. George .....	1 In port .....	1 Ballast .....	1 In port .....	
	1 .....	1 .....	1 .....	
38 .....	38 .....	38 .....		111,784 55
6 In port .....	3 New York .....	3 Before reported .....	3 1,185 spruce poles .....	474 00
	2 Eastport .....	2 .....	2 General cargo .....	307 14
29 Eastport .....	1 Boston .....	1 .....	1 81,763 ft. lumber .....	736 98
	24 Eastport .....	24 Passengers .....	24 General cargo .....	63,516 84
	1 Havana .....	1 Ballast .....	1 Boards and shooks .....	5,382 65
	1 Matanzas .....	1 .....	1 150,836 ft. boards .....	1,508 36
14 Boston .....	1 New York .....	1 .....	1 77,980 pea. pullings .....	371 96
	2 In port .....	2 .....	2 In port .....	
	4 Liverpool .....	4 .....	4 1,613 std. deals .....	29,054 60
	1 Bristol Channel .....	1 .....	1 218 std. deals .....	3,924 00
	2 Cardenas .....	2 .....	2 Shooks and boards .....	8,988 92
	1 Havana .....	1 .....	1 .....	5,266 37
	1 Boston .....	1 .....	1 440 M pea. laths .....	462 00
	1 Providence .....	1 .....	1 430 M pea. laths .....	473 60
11 Portland .....	4 In port .....	4 .....	4 In port .....	
	6 Portland .....	6 Passengers .....	6 General cargoes .....	1,115 44
	3 Philadelphia .....	3 5,300 bbls. flour .....	3 Lumber .....	3,740 50
	1 New York .....	1 1,040 bbls. flour .....	1 .....	719 68
	1 Windsor .....	1 1,400 bbls. flour .....	1 Ballast .....	
10 Yarmouth .....	10 Yarmouth .....	10 Passengers .....	10 General cargoes .....	77,198 01
8 New York .....	3 Liverpool .....	3 Ballast .....	3 1,723½ std. deals .....	31,018 50
	1 London .....	1 .....	1 414 std. deals .....	7,452 00
	1 New York .....	1 .....	1 726,400 pea. laths .....	799 04
	3 In port .....	3 .....	3 In port .....	
3 Philadelphia .....	2 Liverpool .....	2 .....	2 1,037½ std. deals .....	18,670 50

\* Entered: 41 steamers, 2 ships, 5 barks, 6 brigs, 16 schooners—90. Cleared: 39 steamers, 5 ships, 6 barks, 6 brigs, 15 schooners—71; in port, 5. Aggregate tonnage entered, 122,229.87.  
† Entered: 17 steamers, 6 brigs, 10 schooners—33; in port, 5. Cleared: 18 steamers, 2 ships, 5 brigs, 7 schooners—32. Aggregate tonnage entered, 17,446.  
‡ Entered: 41 steamers, 16 ships, 7 barks, 2 brigs, 18 schooners—84, and 6 in port. Cleared: 41 steamers, 12 ships, 5 barks, 2 brigs, 19 schooners—79, and 11 in port. Aggregate tonnage entered, 61,668.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	No. of vessels	Where from.	No. of vessels	Where for.	No. of vessels	Description.	Value.	Description.	Value.
BRITISH DOMINIONS.									
PORT NATAL.									
<i>G. C. Costa.</i>									
3d and 4th quarters .....	..	No arrivals .....	..	..	..	..	..	No departures .....	..
PONT STANLEY, (FALK- LAND ISLANDS.)									
<i>G. M. Deane.</i>									
From June 3 <sup>d</sup> to Decem- ber 31, 1867.	1 1 2 4	Whaling .. Fayal .. Montevideo .. ..	1 1 1 4	Whaling .. do .. B .. Island .. San Francisco ..	1 1 1 4	Stores .. do .. do .. do ..	1 1 1 4	Stores .. do .. do .. do ..	..
From January 1 to June 30, 1868.	1 1 2	Montevideo .. New York .. ..	1 1 2	Stanley .. San Francisco .. ..	1 1 2	General cargo .. do .. ..	1 1 2	Ballast .. General cargo .. ..	..
4th quarter .....	..	No report .....	..	..	..	..	..	..	..
PORTSMOUTH.									
<i>George Baker.</i>									
Quarter ended December 31, 1868.	..	No arrivals .....	..	..	..	..	..	No departures .....	..
Quarter ended March 31, 1868.	..	No arrivals .....	..	..	..	..	..	No departures .....	..
3d and 4th quarters .....	..	No arrivals .....	..	..	..	..	..	No departures .....	..



## BRITISH DOMINIONS.

785

ST. JOHN'S, C. E.  
L. P. *Blodgett*.

Quarter ended December  
31, 1857.†

3	Portsmouth .....	1	Philadelphia .....	1	do .....	1	Lumber .....	1,485 33
		1	In port .....	1	do .....	1	In port .....	8,505 00
2	Philadelphia .....	1	Liverpool .....	1	do .....	1	472½ std. deals .....	8,100 00
		1	Penarth Roads .....	1	do .....	1	450 std. deals .....	761 25
2	Lube .....	1	New York .....	1	do .....	1	725,000 laths .....	1,260 00
1	Baltimore .....	1	Philadelphia .....	1	do .....	1	1,200,000 laths .....	6,219 00
1	Bangor .....	1	Liverpool .....	1	do .....	1	345½ std. deals .....	7,933 00
1	St. George, Me. ....	1	London .....	1	do .....	1	452½ std. deals .....	627 00
1	Pembroke .....	1	New York .....	1	135 tons timber .....	1	627,000 laths .....	
1	Liverpool .....	1	In port .....	1	Ballast .....	1	In port .....	
		1	do .....	1	do .....	1	do .....	
122		122		122				361,913 50
66	Whitehall .....	1	Belle Isle .....	1	100 tons sugar .....	1	Unknown .....	
		5	Beauharnois .....	5	97 tons sugar, 322 tons coal .....	5	12,800 bush. barley, 130,900 feet lumber .....	9,947 00
		9	St. John's .....	9	283 tons coal and ballast .....	9	115 railroad ties, 363,000 feet lumber, 7,027 bush. barley .....	7,926 00
		9	Rivers .....	9	97 tons sand, 468 tons coal, sugar, and ballast .....	9	5,751 bush. barley, 507,833 feet lumber, and ballast .....	8,807 00
		2	Templeton .....	2	124 tons coal .....	2	144,417 feet lumber .....	1,155 00
		2	Roudout .....	2	120 tons gravel .....	2	114,750 feet lumber .....	1,044 00
		1	Maskinonge .....	1	88 tons coal .....	1	Bone dust .....	
		3	Cushing's Mills .....	3	193 tons coal and assorted cargo .....	3	684 bush. barley, 65,000 feet lumber .....	5,338 00
		5	Hawkesbury .....	5	429 tons coal and sugar .....	5	211,500 feet lumber .....	1,692 00
		1	St. Regis .....	1	117 tons coal .....	1	71,610 feet lumber .....	572 00
		4	Ottawa .....	4	221 tons coal and salt .....	4	196,000 feet lumber and bone dust .....	1,568 00
		14	Montreal .....	14	1,345 tons coal and sugar .....	14	12,028 bush. oats, 34,344 bush. barley, 285,582 feet lumber .....	31,013 00
		6	Repentigny .....	6	444 tons coal and ballast .....	6	8,692 bush. barley, 214,000 feet lumber .....	8,037 00
		2	Cataract Falls .....	2	246 tons coal .....	2	159,940 feet lumber .....	1,299 00
		2	Quebec .....	2	91 tons coal and sugar .....	2	143,000 feet lumber .....	1,144 00
		1	St. John's .....	1	Ballast .....	1	65,000 feet lumber .....	520 00
		1	Hawkesbury .....	1	72 tons coal .....	1	102,204 feet lumber .....	508 00
1	Willaboro' .....							
6	Fort Ann .....							

\* Entered: 51 steamers, 18 ships, 5 barks, 10 brigs, 27 schooners—111, and 11 in port. Cleared: 52 steamers, 19 ships, 7 barks, 10 brigs, 27 schooners—115, and 7 in port. Aggregate tonnage entered, 70,923.

† Entered and cleared: 112 vessels, class not given. Aggregate tonnage entered, 7,877 tons.



[illegible]

\* Entered and cleared: 1 bark, 1 ship, 1 schooner—3. Aggregate tonnage entered, 739 tons.

6 Entered and cleared: 2 schooners. Aggregate tonnage entered, 246. Entered and cleared: 3 schooners. Aggregate tonnage entered, 263.

Entered : 2 ships, 1 bark, 5 brigs, 2 schooners, 3 steamers—13. Cleared : 2 ships, 1 bark, 2 brigs, 2 schooners, 2 steamers—9, and 4 in port. Aggregate tonnage entered, 6,211.69.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	Description..	Value
BRITISH DOMINIONS.  ST. JOHN'S, N. B. D. B. Warner.  Quarter ended June 30, 1868—Continued.	1 Savannah .....	1	1 In port .....	1	Ballast .....	.....	1 In port .....	.....
	1 Bath .....	1	1 Bristol Channel ..	1	104 tons salt .....	\$600 00	1 442 std. deals .....	\$7,956 00
	1 Charleston .....	1	1 Liverpool .....	1	Ballast .....	.....	1 331 std. deals .....	5,958 00
	1 Machias .....	1	1 do .....	1	do .....	.....	1 45' std. deals .....	8,100 00
	1 Providence .....	1	1 New York .....	1	do .....	.....	1 500 spruce poles .....	200 00
	1 Camden .....	1	1 Cardenas .....	1	do .....	.....	1 Shooks and boards .....	4,469 71
	1 Newburyport .....	1	1 Boston .....	1	Furniture, &c .....	892 46	1 Lumber .....	95 00
	1 Stockton .....	1	1 Philadelphia .....	1	Ballast .....	.....	1 Lumber and laths .....	1,224 29
	1 Hayd .....	1	1 In port .....	1	do .....	5,000 00	1 In port .....	.....
	90 .....	90	1 Wilmington .....	1	Logwood and coffee .....	.....	1 Laths, &c .....	1,234 30
Quarter ended Septem- ber 30, 1868.*	11 In port .....	11	5 Liverpool .....	5	Before reported .....	77,532 46	5 2,808 std. deals .....	290,417 19
	44 Eastport .....	44	2 Philadelphia .....	2	do .....	.....	2 Lumber, &c .....	50,544 00
	13 New York .....	13	1 Havana .....	1	do .....	.....	1 260,513 ft. lumber .....	2,306 01
	10 Yarmouth, N. S. ..	10	1 Cienfuegos .....	1	do .....	.....	1 258,713 ft. lumber .....	2,615 13
	11 Portland, Me. ....	11	1 Stockton .....	1	do .....	.....	1 Iron .....	2,567 13
	12 Boston .....	12	1 Eastport .....	1	do .....	.....	1 General cargo .....	1,641 93
	10 Yarmouth, N. S. ..	10	39 do .....	39	Passengers, &c .....	.....	39 do .....	3,125 23
	11 Portland, Me. ....	11	4 Philadelphia .....	4	Ballast .....	.....	4 Lumber, &c .....	74,792 61
	10 Yarmouth, N. S. ..	10	1 New York .....	1	do .....	.....	1 do .....	4,346 32
	11 Portland, Me. ....	11	10 Liverpool .....	10	do .....	.....	10 5,521 std. deals .....	463 18
Quarter ended Septem- ber 30, 1868.*	10 Yarmouth, N. S. ..	10	1 New York .....	1	do .....	.....	1 Poles and laths .....	99,375 10
	11 Portland, Me. ....	11	1 Montevideo .....	1	do .....	.....	1 641,286 ft. lumber .....	292 50
	10 Yarmouth, N. S. ..	10	1 In port .....	1	do .....	.....	1 In port .....	9,919 00
	11 Portland, Me. ....	11	10 Yarmouth .....	10	Passengers, &c .....	.....	10 General cargo .....	35,009 67
	10 Yarmouth, N. S. ..	10	7 Philadelphia .....	7	Ballast .....	.....	7 Lumber, &c .....	7,569 37
	11 Portland, Me. ....	11	1 Locomotive .....	1	do .....	9,000 00	1 Lumber, &c .....	.....
	10 Yarmouth, N. S. ..	10	1 do .....	1	do .....	9,000 00	1 Lumber, &c .....	1,517 49
	11 Portland, Me. ....	11	1 Ballast .....	1	Passengers, &c .....	.....	1 890,300 laths .....	934 92
	10 Yarmouth, N. S. ..	10	1 Portland .....	1	do .....	.....	1 70 empty bbls .....	30 00
	11 Portland, Me. ....	11	1 Halifax .....	1	do .....	.....	1 Ballast .....	.....
Quarter ended Septem- ber 30, 1868.*	10 Yarmouth, N. S. ..	10	1 New Zealand .....	1	Ballast .....	.....	1 245 std. deals .....	4,410 00
	11 Portland, Me. ....	11	1 Liverpool .....	1	do .....	.....	1 301 std. deals .....	7,648 00
	10 Yarmouth, N. S. ..	10	1 Cardiff .....	1	do .....	.....	1 210 std. deals .....	3,780 00
	11 Portland, Me. ....	11	1 do .....	1	do .....	.....	1 do .....	.....
	10 Yarmouth, N. S. ..	10	1 do .....	1	do .....	.....	1 do .....	.....
	11 Portland, Me. ....	11	1 do .....	1	do .....	.....	1 do .....	.....
	10 Yarmouth, N. S. ..	10	1 do .....	1	do .....	.....	1 do .....	.....
	11 Portland, Me. ....	11	1 do .....	1	do .....	.....	1 do .....	.....
	10 Yarmouth, N. S. ..	10	1 do .....	1	do .....	.....	1 do .....	.....
	11 Portland, Me. ....	11	1 do .....	1	do .....	.....	1 do .....	.....

NEW YORK.				JANUARY.				DEALS AND PULLINGS.			
1	Eastport.	1	Liverpool.	1	do.	1	do.	1	do.	1	do.
13	.....	13	.....	13	.....	13	.....	13	.....	13	.....
SALT CAY, TURK'S ISLAND.											
J. H. Harriott.											
Quarter ended December 31, 1867.**											
1	New York.	1	New York.	1	Assorted cargo	1	Assorted cargo	1	8,256 bush. salt.	1	8,256 bush. salt.
1	St. Croix.	1	New Haven.	1	Ballast.	1	Ballast.	1	42 pecs. mahogany, 102 ox hides.	1	42 pecs. mahogany, 102 ox hides.
2	.....	2	.....	2	.....	2	.....	2	10 demijohns, 2 chains, &c.	1	10 demijohns, 2 chains, &c.
No arrivals.											
No departures.											
Quarter ended March 31, 1868.											
1	St. Thomas.	1	New York.	1	Ballast.	1	Ballast.	1	19,632 bush. salt.	1	19,632 bush. salt.
1	New York.	1	Grand Turk.	1	Assorted cargo	1	Assorted cargo	1	Part inward cargo.	1	Part inward cargo.
2	.....	2	.....	2	.....	2	.....	2	.....	2	.....
Quarter ended June 30, 1868.††											
1	Grand Turk.	1	New York.	1	Ballast.	1	Ballast.	1	8,556 bush. salt.	1	8,556 bush. salt.
3	New York.	3	New York.	3	Assorted cargo	3	Assorted cargo	3	47,804 bush. salt.	3	47,804 bush. salt.
2	Cuba.	1	New York.	1	Ballast.	1	Ballast.	1	17,654 bush. salt.	1	17,654 bush. salt.
1	Guadaloupe.	1	Portland.	1	do.	1	do.	1	12,874 bush. salt.	1	12,874 bush. salt.
1	Mobile.	1	Bridgeport.	1	do.	1	do.	1	5,068 bush. salt.	1	5,068 bush. salt.
1	Martinique.	1	New York.	1	do.	1	do.	1	29,560 bush. salt.	1	29,560 bush. salt.
1	Barbadoes.	1	New York.	1	do.	1	do.	1	8,156 bush. salt.	1	8,156 bush. salt.
10	.....	10	Philadelphia.	1	do.	1	do.	1	6,915 bush. salt.	1	6,915 bush. salt.
Quarter ended September 30, 1868.‡‡											
10	.....	10	.....	10	.....	10	.....	10	.....	10	.....

\* Entered: 1 ship, 1 bark, 1 brig—3, and 4 in port. Cleared, 4 brigs, 1 ship, 1 bark, 1 steamer—7. Aggregate tonnage entered, 1,427.76.

† Entered and cleared: 1 bark, 2 brigs, 6 schooners—9. Aggregate tonnage entered, 964.30.

‡ Entered: 1 steamer, 2 barks, 3 schooners—6. Cleared: 1 steamer, 2 barks, 2 schooners—5, and 1 in port. Aggregate tonnage entered, 1,342.26.

§ Entered and cleared: 1 schooner. Tonnage entered, 126.50. || Entered and cleared: 12 schooners, 1 brig—13. Aggregate tonnage entered, 2,305.66.

\*\* Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 418 35-100ths.

‡‡ Entered and cleared: 6 barks, 3 brigs, 1 schooner—10. Aggregate tonnage entered, 3,396.82.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. ST. JOHN'S, C. E. L. P. <i>Blodgett</i> . Quarter ended December 31, 1867—Continued.	6	Fort Edward .....	2	Buckingham .....	202 tons coal.	\$1,212 00	2 158,182 feet lumber .....	\$1,857 00
	1	Ottawa .....	1	Ottawa .....	95 tons coal.	570 00	1 63,500 feet lumber .....	625 00
	1	Rivers .....	1	Rivers .....	93 tons coal.	558 00	1 63,400 feet lumber .....	355 00
	1	Quebec .....	1	Quebec .....	84 tons coal.	584 00	1 60,000 feet lumber .....	400 00
	1	Hawkesbury .....	1	Hawkesbury .....	80 tons coal.	490 00	1 74,004 feet lumber .....	1,083 00
	1	Montreal .....	1	Montreal .....	95 tons coal.	570 00	1 Lumber .....	.....
	1	Beauharnois .....	1	Beauharnois .....	91 tons coal.	546 00	1 Unknown .....	.....
	1	Buckingham .....	1	Buckingham .....	General cargo .....	.....	1 20,000 feet lumber .....	476 00
	2	Repentigny .....	2	Repentigny .....	194 tons coal.	1,164 00	2 147,921 feet lumber .....	1,192 00
	2	Montreal .....	2	Montreal .....	171 tons coal.	1,126 00	2 64,000 feet lumber and ballast .....	672 00
	2	Repentigny .....	2	Repentigny .....	179 tons coal.	1,174 00	2 355,000 feet lumber .....	1,240 00
	1	Cushing's Mills .....	1	Cushing's Mills .....	149 tons coal.	534 00	1 6,200 bush barley .....	4,340 00
	1	Rivers .....	1	Rivers .....	Hides .....	.....	1 Assorted cargo .....	.....
	1	Fort Covington .....	1	Fort Covington .....	105 tons coal.	630 00	1 44,200 feet lumber .....	479 00
	2	St. John's .....	2	St. John's .....	Hallast .....	.....	2 Unknown .....	.....
	1	Musklingo .....	1	Musklingo .....	80 tons coal.	540 00	1 do .....	.....
	1	Verona .....	1	Verona .....	150 tons sand .....	377 00	1 61,829 feet lumber .....	730 00
	1	Ottawa .....	1	Ottawa .....	100 tons coal.	600 00	1 63,000 feet lumber .....	590 00
	1	Cushing's Mills .....	1	Cushing's Mills .....	136 tons coal.	756 00	1 Unknown .....	.....
	1	Repentigny .....	1	Repentigny .....	91 tons coal.	546 00	1 59,000 feet lumber .....	472 00
	1	Ottawa .....	1	Ottawa .....	98 tons coal.	582 00	1 60,000 feet lumber .....	400 00
	1	Repentigny .....	1	Repentigny .....	81 tons coal.	496 00	1 72,000 feet lumber .....	576 00
	1	Montreal .....	1	Montreal .....	120 tons coal.	756 00	1 Unknown .....	.....
	1	Rivers .....	1	Rivers .....	146 tons coal.	976 00	1 63,500 feet lumber .....	671 00
	1	Quebec .....	1	Quebec .....	100 tons coal.	600 00	1 72,000 feet lumber .....	586 00
	1	Granby .....	1	Granby .....	Sugar .....	.....	1 53,500 feet lumber .....	310 00
	2	Montreal .....	2	Montreal .....	189 tons coal.	1,134 00	2 129,934 feet lumber .....	1,042 00
	1	St. John's .....	1	St. John's .....	Ballast .....	.....	1 70,700 feet lumber .....	565 00
	1	Quebec .....	1	Quebec .....	95 tons coal.	594 00	1 54,000 feet lumber .....	464 00
	1	Musklingo .....	1	Musklingo .....	Ballast .....	.....	1 Unknown .....	.....
	2	Rivers .....	2	Rivers .....	164 tons coal.	1,104 00	2 3,033 bush barley, 84,000 feet lum. bvt.	3,495 00
	1	Montreal .....	1	Montreal .....	160 tons coal.	940 00	1 92,000 feet lumber .....	736 00
	1	Cushing's Mills .....	1	Cushing's Mills .....	80 tons coal.	480 00	1 Unknown .....	.....
	1	Ottawa .....	1	Ottawa .....	80 tons coal.	480 00	1 61,000 feet lumber .....	404 00
	1	Montreal .....	1	Montreal .....	Ballast .....	.....	1 5,000 bush barley .....	4,340 00



SIMON'S TOWN. <i>I. T. Hius.</i>	Quarter ended December 31, 1867.	No arrivals				No departures	
	Quarter ended March 31, 1868.	No arrivals				No departures	
	Third and fourth quarters.	No arrivals				No departures	
SINGAPORE. <i>I. Stone.</i>	Quarter ended December 31, 1867.†	1 Batavia..... 1 Hong Kong..... 1 New York..... 1 Cardiff..... 1 Newcastle..... 5	1 Penang..... 1 Calcutta..... 1 Hong Kong..... 1 Rangoon..... 1 In port..... 5	1 General cargo..... 1 Ballast..... do..... 1 Coal..... do..... 5	50,000 00..... ..... ..... 20,000 00..... ..... 70,000 00..... 5	1 General cargo..... 1 Ballast..... 1 General cargo..... 1 Ballast..... 1 In port..... 5	
	Quarter ended March 31, 1868.**	1 In port..... 1 Swatow..... 1 Bangkok..... 1 Cardiff..... 1 Penang..... 1 Yokohama..... 1 New York..... 1 Boston..... 8	1 Liverpool..... 1 Penang..... 1 Hong Kong..... 1 Rangoon..... 1 Sold..... 1 Akyab..... 1 Hong Kong..... 1 In port..... 8	1 Before reported..... 1 Ballast..... do..... 1 Coals..... 1 Sold..... 1 Ballast..... do..... 1 General cargo..... 8	12,840 00..... ..... ..... 12,840 00..... ..... ..... ..... ..... 12,840 00..... 8	1 Produce..... 1 Ballast..... 1 General cargo..... 1 Ballast..... 1 Sold..... 1 Ballast..... 1 General cargo..... 1 In port..... 8	
	Quarter ended June 30, 1868.††	2 In port.....	1 Hong Kong..... 1 Boston.....	2 Before reported.....		2 General cargo.....	46,646 00

\* Entered : 2 barks, 1 brigantine—3. Cleared : 2 barks ; 1 in port. Aggregate tonnage entered, 1,401 tons.  
† Entered : 1 ship, 1 brigantine, 2 barks—4, and 1 in port. Cleared : 1 ship, 1 barkentine, 1 brigantine—3, and 2 in port. Aggregate tonnage entered, 2,428.  
‡ Entered : 4 barks, 2 ships, 1 brig—7. Cleared : 1 bark, 2 ships, 1 brig—4. Condemned, 1. In port, 2. Aggregate tonnage entered, 3,458.  
§ Entered : 3 barks, 1 brig—4, and 2 in port. Cleared : 4 barks, 1 brig—5, and 1 in port. Aggregate tonnage entered, 1,766.  
¶ Entered : 3 ships, 2 steamers—5. Cleared : 2 ships, 2 steamers—4 ; in port, 1. Aggregate tonnage entered, 5,218 71.95.  
\*\* Entered : 4 ships, 2 barks, 1 steamer—7 ; in port, 1. Cleared : 4 ships, 1 bark, 1 steamer—6 ; in port, 1 ; sold, 1. Aggregate tonnage entered, 6,445.88.  
†† Entered : 2 ships, 3 barks, 1 steamer—6 ; in port, 2. Cleared : 2 ships, 3 barks, 1 steamer—6 ; in port, 2. Aggregate tonnage, 3,155.12.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE RANGE OF COAST AND DATE OF REPORT.	VESSELS ENTERED		VESSELS CLEARED		CARGOES INWARD		CARGOES OUTWARD	
	Where from.	No.	Where for.	No.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. ST. GEORGE, BERMUDA. <i>C. M. Allen.</i> Quarter ended December 31, 1867—Continued.	1 St. Thomas	1	In port	1	600 tons scrap iron	\$5,000 00	In port	
	13	13		13		\$4,000 00		\$41,000 00
	4 In port	4	Philadelphia	1	Before reported		Guano	8,000 00
Quarter ended March 31, 1868.	1 Richmond	1	Boston	1	do		Ballast	41,000 00
	1 Baltimore	1	New York	2	do		Scrap iron, sugar, &c.	75,000 00
	1 Boston	1	Genoa	1	Tobacco	75,000 00	Tobacco	15,000 00
Quarter ended June 30, 1868.	7	7	Gibraltar	1	Kerosene oil	15,000 00	Oil	15,000 00
			New Orleans	1	Ice	2,000 00	Ice	120,000 00
				7		\$2,000 00		
Quarter ended September 30, 1868.	2 New York	2	New York	2	Brandy and general cargo	4,000 00	Vegetables	5,700 00
	4 Whaling	4	Whaling	4	505 bbls. oil	30,950 00	Inward cargo and stores	31,300 00
	1 Boston	1	Boston	1	Brandy	600 00	Vegetables	2,100 00
ST. GEORGE, N. B. <i>G. Barker.</i> Quarter ended December 31, 1867.	1 Barnstable	1	do	1	Ballast		do	21,000 00
	1 Duxbury	1	New York	1	Sugar	20,000 00	Sugar	64,000 00
	9	9		9		\$6,450 00		
Quarter ended September 30, 1868.	2 Whaling	2	Whaling	2	Ballast		Ballast	
	1 do	1	do	1	Whale and sperm oil	15,000 00	do	
	2 Philadelphia	2	Aspinwall	2	Coal	20,000 00	Inward cargo	30,000 00
Quarter ended December 31, 1867.	1 New York	1	Hudson Ayres	1	Ballast		Ballast	
	6	6	In port	6	General merchandise		In port	
				6		\$5,000 00		\$20,000 00
Quarter ended December 31, 1867.	No report							

Quarter ended March 31,  
1868. §

Quarter ended June 30,  
1868. ||

2 Philadelphia .....	1 Turk's Island .....	1 Breadstuffs and provisions .....	5,000 00	1 In port .....	.....
2 Boston .....	1 Salt Island .....	1 "do .....	15,634 00	1 Ballast .....	.....
1 Baltimore .....	2 In port .....	2 Ice and provisions .....	9,049 00	1 "do .....	.....
2 Norfolk .....	1 Porto Rico .....	1 Breadstuffs and provisions .....	18,041 00	2 In port .....	.....
1 Demerara .....	1 Salt Island .....	1 "do .....	4,540 00	1 Ballast .....	.....
	1 St. Thomas .....	1 Staves .....	2,000 00	1 "do .....	.....
	1 Turk's Island .....	1 Rice .....	21,620 00	1 "do .....	.....
13 .....	13 .....	13 .....	146,278 00	13 .....	.....
5 In port .....	1 New Haven .....	1 Before reported .....	.....	1 Cocoa and sugar .....	12,428 61
	1 Lewisport .....	1 "do .....	.....	1 Ballast .....	.....
	1 Stockton .....	1 "do .....	.....	1 "do .....	.....
	1 Baltimore .....	1 "do .....	.....	1 "do .....	.....
	1 Bangor .....	1 "do .....	.....	1 Cocoa and pitch .....	2,363 15
1 New York .....	1 Porto Rico .....	1 Stock .....	10,000 00	1 Ballast .....	.....
4 Barbadoes .....	3 "do .....	3 "do .....	23,000 00	3 "do .....	.....
	1 New York .....	1 Fish, &c .....	400 00	1 "do .....	.....
1 Norfolk .....	1 Cuba .....	1 Staves .....	2,500 00	1 Cocanuts .....	1,107 50
1 Ferdinandina .....	1 "do .....	1 Lumber .....	3,000 00	1 Ballast .....	.....
1 Philadelphia .....	1 Philadelphia .....	1 Breadstuffs .....	10,000 00	1 Sugar, &c .....	12,063 93
1 Darien .....	1 Cuba .....	1 Lumber .....	2,000 00	1 Ballast .....	.....
2 Boston .....	2 "do .....	2 Ice, &c .....	6,000 00	2 "do .....	.....
1 Savannah .....	1 In port .....	1 Lumber .....	2,000 00	1 In port .....	.....
17 .....	17 .....	17 .....	59,300 00	17 .....	27,963 19
1 In port .....	1 Baltimore .....	1 Before reported .....	.....	1 Sugar, &c .....	10,729 00
1 Barbadoes .....	1 Boston .....	1 Lumber .....	5,000 00	1 "do .....	13,445 00
1 Philadelphia .....	1 Cuba .....	1 Breadstuffs .....	14,000 00	1 Ballast .....	.....
2 New York .....	1 "do .....	1 "do .....	10,000 00	1 "do .....	.....
	1 Navarino .....	1 "do .....	12,000 00	1 "do .....	.....
1 Darien .....	1 Boston .....	1 Lumber .....	3,000 00	1 Sugar .....	13,535 00
1 New Orleans .....	1 Rio de Janeiro .....	1 Passengers .....	.....	1 Passengers .....	.....
1 Troon .....	1 Queensland .....	1 Coal .....	.....	1 Sugar .....	.....
1 Baltimore .....	1 St. Andrews .....	1 Breadstuffs .....	13,000 00	1 Ballast .....	.....
9 .....	9 .....	9 .....	57,000 00	9 .....	37,769 00

\*Entered : 4 ships, 3 barks, 1 steamer—8, and in port 2. Cleared : 5 ships, 4 barks, 1 steamer—10. Aggregate tonnage entered, 5,063.37.  
†Entered and cleared, 7 steamships. Aggregate tonnage entered, 18,473 tons.  
‡Entered : 5 barks, 5 brigs, 3 schooners—13. Cleared : 3 barks, 4 brigs, 1 schooner—8, and in port 5. Aggregate tonnage entered, 3,145.48.  
§Entered : 5 barks, 3 brigs, 4 schooners—12, and in port, 5. Cleared : 7 barks, 4 brigs, 5 schooners—16, and in port, 1. Aggregate tonnage entered, 2,239.  
||Entered and cleared, 3 brigs. Aggregate tonnage entered, 669.

## Navigation and commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
<b>BRITISH DOMINIONS</b>								
SIDNEY, N. S. W. <i>H. H. Hall.</i>								
Quarter ended December 31, 1867.	1 Manila .....	1	San Francisco .....	1	420 tons sugar .....	.....	1 227 tons coal .....	\$779 39
	2 New York .....	2	San Francisco .....	2	Sugar .....	.....	100 tons iron .....	2,522 00
	3 .....	3	.....	3	.....	.....	140 tons iron .....	3,360 00
	1 In port .....	1	Tahiti .....	1	Before reported .....	.....	372 tons coal .....	1,249 00
	1 Melbourne .....	1	London .....	1	Ballast .....	.....	.....	7 924 52
	1 New York .....	1	San Francisco .....	1	General merchandise .....	.....	1 Coals &c .....	3,015 00
	2 Whaling .....	2	In port .....	2	2,340 bbls. oil, 13,000 lbs. bone .....	\$51,000 00	1 Coal &c .....	622,324 00
	5 .....	5	.....	5	.....	51,000 00	2 In port .....	4,969 00
Quarter ended March 31, 1868.	2 New Bedford .....	2	New Bedford .....	1	Oil and bone .....	42,000 00	1 Inward cargo .....	42,000 00
	1 Melbourne .....	1	Condensed .....	1	do .....	42,000 00	1 Condensed .....	.....
	2 New York .....	2	San Francisco .....	1	Bullast .....	75,000 00	1 751 tons coal .....	2,720 40
	1 Puget Sound .....	1	Maui .....	1	General cargo .....	.....	1 800 tons coal .....	3,600 00
	1 Auckland .....	1	In port .....	1	do .....	12,330 00	1 In port .....	.....
	7 .....	7	.....	7	Timber .....	.....	1 Ballast .....	.....
Quarter ended June 30, 1868.	2 In port .....	2	In port .....	2	Bullast .....	171,330 00	1 In port .....	42,320 40
Quarter ended September 30, 1868.	2 In port .....	2	San Francisco .....	1	Before reported .....	.....	1 264 tons coal .....	965 00
	1 New York .....	1	Huagon .....	1	do .....	.....	1 603 tons coal .....	2,479 25
	2 San Francisco .....	2	Batavia .....	1	General cargo .....	16,764 00	1 450 tons coal, and flour .....	9,167 00
	.....	.....	San Francisco .....	2	4 146 bags wheat .....	42,358 00	.....	.....
	.....	.....	.....	2	179 3-bags flour .....	16,400 00	2 745 tons coal .....	2,967 00
	.....	.....	.....	4	800 sacks gullewallow .....	16,142 00	1 450 tons coal, and flour .....	9,167 00
	.....	.....	.....	1,071	1 sacks flour .....	29,420 00	.....	.....
	.....	.....	.....	3,400	bags wheat .....	.....	.....	.....

Quarter ended June 30, 1868. §	5	Boston	1 Hayti	1 Assorted cargo	2,696 48	1 Part inward cargo	
			1 Honduras	do	1,603 24	do	
			1 Sold	do	326 00	Sold	
			1 Fortune Island	do	534 92	Part inward cargo	
			1 Cuba	Cooperage		Inward cargo	
			1 do	do		do	
			1 Jamaica	Assorted cargo	2,556 96	Part inward cargo	
			1 In port	do	2,577 00	In port	
	8				10,387 24		
							817 70
Quarter ended September 30, 1868.	1	In port	1 Salt Cay	Before reported		8,152 bush. salt	
	1	New York	1 New York	Flour, &c	3,103 14	Ballast	
	2	Demerara	1 Salt Cay	Sugar	316 12	do	
			1 New York	Ballast		7,653 bush. salt	768 05
	1	Provincetown	1 Boston	Flour, fish, &c	180 48	1,958 bush. salt, &c	1,298 88
	1	Calais	1 New York	Lumber, &c	1,502 00	4,666 bush. salt	479 85
	1	Barbadoes	1 Philadelphia	Ballast		12,514 bush. salt	1,262 65
	1	St. Thomas	1 Boston	do		12,612 bush. salt, &c	1,344 45
	2	Boston	1 Honduras	Assorted cargo	1,559 02	Part inward cargo	
			1 Inagua	do	655 14	do	
VICTORIA, V. L. A. Francis. Quarter ended December 31, 1867.			1 Baltimore	Lumber	2,817 52	6,770 bush. salt	679 75
	1	Georgetown	1 Boston	Ballast		13,934 bush. salt	1,326 98
	1	Guadaloupe		do		5,508 bush. salt	553 30
	1	Porto Rico	1 Newburyport	do		6,458 bush. salt	616 51
	1	Martinique	1 Boston	do			
	14				10,213 42		9,148 12
Quarter ended March 31, 1868. ¶		No report					
Quarter ended March 31, 1868. ¶	7	San Francisco	4 San Francisco	General cargo	180,211 00	4 Spars, skins, dry goods, &c	9,174 03
	16	Port Townsend	14 Port Townsend	Beef, cattle, provisions, &c	31,126 00	14 General merchandise, ballast	4,609 64

\* Entered: 5 schooners, 1 bark, 1 brig, 1 steamer—4, and in port 1. Cleared: 6 schooners, 1 bark, 1 brig, 1 steamer—9. Aggregate tonnage entered, 2,131.  
† Entered and cleared: 1 bark, 4 brigs, 5 schooners—10. Aggregate tonnage entered, 2,226.  
‡ Entered and cleared: 5 brigs, 6 schooners, 2 barks—13. Aggregate tonnage entered, 2,827.  
§ Entered: 1 bark, 2 brigs, 5 schooners—8. Cleared: 1 bark, 4 schooners, 1 brig—6; sold 1, and in port 1. Aggregate tonnage entered, 1,344.  
|| Entered: 1 bark, 4 brigs, 8 schooners—13, and 1 in port. Cleared: 1 bark, 5 brigs, 8 schooners—14. Aggregate tonnage entered, 2,497.  
¶ Entered: 37 vessels. Cleared: 38 vessels, class not given. Tonnage not given.





TRINIDAD.  
O. C. Allen.

Quarter ended December  
31, 1867.†

5	New York.....	1	New York.....	1	Live stock.....	16,500 00	1	Ballast.....	.....
		1	Cuba.....	1	Stock and general cargo.....	19,916 00	1	do.....	.....
		3	In port.....	3	Stock and general cargo and shooks.....	33,974 00	3	In port.....	.....
2	Philadelphia.....	1	Turk's Island.....	1	Breadstuffs and provisions.....	5,000 00	1	Ballast.....	.....
		1	Salt Island.....	1	do.....	15,634 00	1	do.....	.....
2	Boston.....	2	In port.....	2	Ice and provisions.....	9,049 00	2	In port.....	.....
1	Baltimore.....	1	Porto Rico.....	1	Breadstuffs and provisions.....	18,041 00	1	Ballast.....	.....
2	Norfolk.....	1	Salt Island.....	1	do.....	4,500 00	1	do.....	.....
		1	St. Thomas.....	1	Staves.....	2,000 00	1	do.....	.....
1	Demerara.....	1	Turk's Island.....	1	Rice.....	21,620 00	1	do.....	.....
13	.....	13	.....	13	.....	146,278 00	13	.....	.....

Quarter ended March 31,  
1868.§

5	In port.....	1	New Haven.....	1	Before reported.....	.....	1	Cocoa and sugar.....	12,428 61
		1	Lewisport.....	1	do.....	.....	1	Ballast.....	.....
		1	Stockton.....	1	do.....	.....	1	do.....	.....
		1	Baltimore.....	1	do.....	.....	1	do.....	.....
		1	Bangor.....	1	do.....	.....	1	Cocoa and pitch.....	2,363 15
1	New York.....	1	Porto Rico.....	1	Stock.....	10,000 00	1	Ballast.....	.....
4	Barbadoes.....	3	do.....	3	do.....	23,000 00	3	do.....	.....
		1	New York.....	1	Fish, &c.....	800 00	1	do.....	.....
1	Norfolk.....	1	Cuba.....	1	Staves.....	2,500 00	1	Cocoanuts.....	1,107 50
1	Fernandina.....	1	do.....	1	Lumber.....	3,000 00	1	Ballast.....	.....
1	Philadelphia.....	1	Philadelphia.....	1	Breadstuffs.....	10,000 00	1	Sugar, &c.....	12,063 93
1	Darien.....	1	Cuba.....	1	Lumber.....	2,000 00	1	Ballast.....	.....
2	Boston.....	2	do.....	2	Ice, &c.....	6,000 00	2	do.....	.....
1	Savannah.....	1	In port.....	1	Lumber.....	2,000 00	1	In port.....	.....
17	.....	17	.....	17	.....	59,300 00	17	.....	27,963 19

Quarter ended June 30,  
1868.||

1	In port.....	1	Baltimore.....	1	Before reported.....	.....	1	Sugar, &c.....	10,729 00
1	Barbadoes.....	1	Boston.....	1	Lumber.....	5,000 00	1	do.....	13,445 00
1	Philadelphia.....	1	Cuba.....	1	Breadstuffs.....	14,000 00	1	Ballast.....	.....
2	New York.....	1	do.....	1	do.....	10,000 00	1	do.....	.....
		1	Navarissa.....	1	do.....	12,000 00	1	do.....	.....
1	Darien.....	1	Boston.....	1	Lumber.....	3,000 00	1	Sugar.....	13,535 00
1	New Orleans.....	1	Rio de Janeiro.....	1	Passengers.....	.....	1	Passengers.....	.....
1	Troon.....	1	Queen-land.....	1	Coal.....	.....	1	Sugar.....	.....
1	Baltimore.....	1	St. Andrews.....	1	Breadstuffs.....	13,000 00	1	Ballast.....	.....
9	.....	9	.....	9	.....	57,000 00	9	.....	37,709 00

\*Entered : 4 ships, 3 barks, 1 steamer—8, and in port 2. Cleared : 5 ships, 4 barks, 1 steamer—10. Aggregate tonnage entered, 5,063.37.  
†Entered and cleared, 7 steamships. Aggregate tonnage entered, 18,473 tons.  
‡Entered : 5 barks, 5 brigs, 3 schooners—13. Cleared : 3 barks, 4 brigs, 1 schooner—8, and in port 5. Aggregate tonnage entered, 3,145.48.  
§Entered : 5 barks, 3 brigs, 4 schooners—12, and in port, 5. Cleared : 7 barks, 4 brigs, 5 schooners—16, and in port, 1. Aggregate tonnage entered, 2,239.  
||Entered and cleared, 3 brigs. Aggregate tonnage entered, 663.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
<b>BRITISH DOMINIONS.</b>								
<b>TRINIDAD.</b>								
<i>O. C. Allen.</i>								
Quarter ended September 30, 1868.*	2	Boston .....	1	Sombrero.....	1 Ice, &c.....	\$2,000 00	1 Ballast .....	.....
	1	Baltimore.....	1	Boston .....	1 .....	5,000 00	1 .....	.....
	3	.....	1	Redonda.....	1 Breadstuffs .....	15,000 00	1 .....	.....
			3	.....	.....	22,000 00	3 .....	.....
<b>TURK'S ISLAND.</b>								
<i>J. C. Crismon.</i>								
Quarter ended December 31, 1867.†	1	St. Croix .....	1	New York .....	1 Ballast .....	.....	1 7,958 bush. salt .....	\$998 00
	1	New York .....	1	Salt Cay .....	1 General cargo.....	2,521 24	1 Ballast .....	.....
	4	St. Thomas.....	2	New York .....	1 Ballast .....	.....	2 7,286 bush. salt .....	864 16
			1	Philadelphia .....	1 460 whips' knees.....	.....	1 .....	.....
			1	Charleston .....	1 Ballast .....	.....	1 10,978 bush. salt .....	1,207 58
	1	Wilmington .....	1	East Harbor .....	1 .....	.....	1 4,054 bush. salt .....	448 44
	2	Trinidad .....	1	New Haven.....	1 211,030 shingles, 88,192 ft. lumber .....	2,158 50	1 Ballast .....	.....
	1	Martinique.....	1	Philadelphia .....	1 Ballast .....	.....	1 6,232 bush. salt .....	719 93
			1	Portland.....	1 .....	.....	1 10,620 bush. salt.....	1,171 45
	10	.....	10	.....	1 .....	.....	1 12,670 bush. salt.....	1,393 70
					.....	4,679 74	.....	6,843 26
<b>Quarter ended March 31, 1868.‡</b>								
	2	St. Thomas.....	1	Wilmington.....	1 Ballast .....	.....	1 4,930 bush. salt.....	545 05
	3	Boston .....	1	New York .....	1 .....	.....	1 10,100 bush. salt.....	1,102 00
			1	Honduras .....	1 Assorted cargo.....	1,507 54	1 Part inward cargo .....	.....
			1	.....	1 .....	1,500 72	1 .....	.....
			1	Fortuñe Island.....	1 .....	659 24	1 .....	.....
	1	Porto Rico.....	1	New York .....	1 Ballast .....	.....	1 7,148 bush. salt.....	789 03
	1	St. Kitt's.....	1	Norfolk.....	1 .....	225 36	1 1,224 bush. salt.....	137 14
	1	Demerara .....	1	.....	1 Sugar and molasses .....	201 00	1 8,072 bush. salt.....	920 78
	1	Harbours.....	1	.....	1 .....	.....	1 7,024 bush. salt.....	705 55
	1	Martinique.....	1	Alexandria .....	1 Ballast .....	.....	1 12,252 bush. salt.....	1,404 04

## FRENCH DOMINIONS.

Quarter ended March 31,  
1888. ¶

[illegible]

\*Entered: 1 bark, 2 brig—3, and 1 in port. Cleared: 2 barks, 2 brig—4. Aggregate tonnage entered, 1,041.89.

†Entered: 1 bark, 1 brig—2, and 1 in port. Cleared: 1 bark, 1 brig—2, and 1 in port. Aggregate tonnage entered, 1,270. 28.

Entered: 1 brig, 1 bark—2, and 1 in port. Cleared: 1 bark, 1 brig—2, and 1 in port. Aggregate tonnage entered, 791.34.

Entered: 1 brig, 1 bark—2, and 1 in port. Cleared: 1 bark, and 2 in port. Aggregate tonnage entered, 751. 86.

Entered: 8 whips, 3 barks, 1 brig, 2 steamers—14, and 11 in port. Cleared: 11 whips, 5 barks, 3 steamers—19, and 6 in port. Aggregate tonnage entered, 13,752 83.

|| Entered: 19 ships, 25 barks, 9 brigs, 4 schooners—57, and 6 in port. Cleared: 19 ships, 24 barks, 8 brigs, 3 schooners—54, and 9 in port. Aggregate tonnage entered, 38,860, 82.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
<b>BRITISH DOMINIONS.</b>								
<b>VICTORIA, V. I.</b>								
<b>A. Francis.</b>								
<b>Quarter ended March 31,</b>								
<b>1862—Continued.</b>								
	2	Astoria	1	Astoria	Provisions, &c.	\$1,390 00	General merchandise	\$577 69
	1	San Francisco, at Esquimalt, V. I.	6	Sitka			Lumber, coal, provisions, &c.	11,113 47
	9	San Francisco at Nanaimo, V. I.	2	New York, from Esquimalt, V. I.	Ballast		2 Telegraphic material of the Russo-American Telegraph Line.	341,532 02
	2	San Francisco at Burrad's Inlet, V. I.	9	San Francisco, from Nanaimo, V. I.	1 "Egonout," not discharged cargo.		9 11,008 tons coal, fur, skins.	60,563 84
	37		2	San Francisco, from Burrad's Inlet, V. I.	2 do		2 Lumber, lead, spars	5,120 43
			38			212,767 00		432,691 12
<b>Quarter ended June 30,</b>								
<b>1862.</b>								
	7	San Francisco	3	San Francisco	Assorted cargo	55,814 00	3 Fur, general cargo	23,502 72
			2	Northwest Coast	1 Ballast	15,300 00	1 Brilliant	1,742 00
			1	Burrad's Inlet	1 Assorted cargo	16,000 00	1 General cargo	
			1	Port Townsend	do	20,000 00	1 Ballast	
	11	Port Townsend	10	do	do	11,155 00	9 General cargo	3,523 85
	9	Astoria	1	Burrad's Inlet	1 Ballast	9,300 00	2 Ballast	4,676 63
	1	Sitka	1	San Francisco	1 Assorted cargo		2 Ballast	3,949 47
			28			127,612 00		37,454 08
<b>Quarter ended September</b>								
<b>30, 1862.</b>								
	13	Astoria	10	Astoria	Produce	6,225 00	7 Coal, liquors, miscellaneous goods	7,036 83
			1	In port	do	1,250 00	2 Ballast	
			1	Sitka	do	1,300 00	1 In port	
			1	Port Townsend	do	121 00	1 Miscellaneous goods	9,234 11
	7	San Francisco	3	San Francisco	do	99,500 00	1 Brick, &c.	270 00
			2	Port Townsend	do	27,600 00	2 Miscellaneous goods	12,360 80
			1	Sitka	do	14,100 00	1 Ballast	
							1 Miscellaneous goods	309 00

FRENCH DOMINIONS.

LA ROCHELLE. T. P. Smith. Quarter ended December 31, 1867. 2d, 3d, and 4th quarters	22		22	1 Cardiff .....	14,600 bush.corn,144 bbla. potash,101 hides, 25 bbla. salt pork, 40 bbla. beef, 50 hhds. bark, 49 logs black walnut, 20 casks brandy, 311 bbla. fish roes, 32 casks copper, 44 casks goldsmiths' dust, 652 pkgs. laths, 26 cases sewing machines, 2 cases cigars, 1,500 tons guano, 195,975 staves.	22		No arrivals .....	1 Boston .....	1 Before reported.....	1 General cargo.....	63,154 00
	22		22	1 Gothamburg .....					1 New York .....	1 Flour and staves.....	1 .....	88,175 00
				1 Cadiz.....					1 Cuba .....	1 .....	1 Ballast .....	
				5 In port .....					1 Licata.....	1 .....	1 .....	
MARSEILLES. M. F. Conway. Quarter ended December 31, 1867.†	22		22	2 Sicily.....	2 General cargo.....	2 78,025 00			4 In port.....	4 In port .....		
				4 In port.....	4 386 hhds. tobacco, 1,000 staves, 4,290 bbls. petroleum.	178,651 00						
				5 Sicily.....	5 11,624 bbla. petroleum.....	178,802 00						
				1 Palermo .....	1 General cargo .....	35,000 00						
				1 Licata .....	1 2,275 bbla. petroleum.....	35,489 00						
				1 Messina.....	1 1,664 bbla. petroleum.....	25,958 00						
				3 In port .....	3 7,148 bbls. petroleum.....	109,382 00						
				1 New York.....	1 Ballast.....							
				1 In port.....	1 Tobacco and staves.....	40,000 00						
	23		23			788,735 00						250,030 00

†Entered: 20 ships, 9 barks, 3 brigs, 2 schooners—34, and 9 in port. Cleared: 23 ships, 8 barks, 5 brigs, 2 schooners—37, and 6 in port. Aggregate tonnage entered, 28,121.33.  
†Entered: 6 ships, 7 barks, 3 brigs—16, and 6 in port. Cleared: 5 ships, 9 barks, 3 schooners—17, and 5 in port. Aggregate tonnage entered, 11,028.64.  
; Entered: 1 ship, 12 barks, 7 brigs, 2 schooners—22, and 1 in port. Cleared: 6 brigs, 8 barks, 1 ship—13, and 8 in port. Aggregate tonnage entered, 8,574.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>FRENCH DOMINIONS.</b>								
<i>CETTE.</i>								
<i>L. S. Nahmens.</i>								
Quarter ended December 31, 1867. †	1 3	In port New York	1 1 1 1	New York Licata Messina Palermo	1 Before reported 84,000 staves 46,200 do 67,200 do	\$15,000 00 10,000 00 14,000 00	1 Salt, wines, &c 1 Ballast do do	\$19,698 15
	4		4			39,000 00		19,698 15
Quarter ended March 31, 1868. †	1 2	New Orleans Marseilles	1 1 1	Catania Philadelphia In port	84,350 staves Ballast do	4,700 00	1 Ballast 1 380 tons salt and wines 1 In port	15,000 00
	3		3			4,700 00		15,000 00
Quarter ended June 30, 1868. †	1 1 1	In port Marseilles Liverpool	1 1 1	New York Buenos Ayres In port	1 Before reported Ballast 350 tons coal-tar pitch		1 405 57-100 tons wines, &c 1 435 tons wines, &c 1 In port	32,000 00 40,000 00
	3		3			4,000 00		72,000 00
Quarter ended September 30, 1868. §	1 2	In port New York	1 2	New York In port	1 Before reported 128,880 staves		1 345 51-100 tons wines 2 In port	33,000 00
	3		3			26,000 00		33,000 00
<b>HAVRE.</b>								
<i>D. Morris.</i>								
Quarter ended December 31, 1867.	11 7 3 1 1	In port New York New Orleans Baltimore Drepps	8 2 8 1 6	New York New Orleans Cardiff Havana In port	8,654 balen cotton 1,471 hhds tobacco 6 tons 1,111 casks lard 114 casks salt pork 28,174 sacks wheat	532,420 00 1,079,120 00 16,490 00 2,350 00 14,510 00	11 Wines, dry goods, &c 4 Ballast 6 In port	



Quarter ended September 30, 1868.†	19		19		19	250,335 00	19		319,476 00
	6 In port	5 New York	5	Before reported			5	General cargo	
	9 Philadelphia	1 Montone	1	do			1	Ballast	485,471 00
		1 Leghorn	1	1,283 bbls. and 2,600 ca. petroleum		23,734 00	1	do	
		1 Malaga	1	2,800 bbls. petroleum		35,481 00	1	do	
		1 New York	1	11,900 ca. petroleum, 40 casks quercitron		49,675 00	1	General cargo	96,790 00
	10 New York	6 In port	6	11,492 ca. 10,500 bbls. petroleum		161,371 00	6	In port	
		1 Smyrna	1	13,000 ca. petroleum		41,184 00	1	Ballast	
		1 Denia	1	General cargo		26,722 00	1	do	
		8 In port	8	9,577 bbls. 47,642 cases petroleum, 20 bbls. resin, and general cargo		909,945 00	8	In port	
NANTES. G. M. Toule. Quarter ended December 31, 1867.	1 New Orleans	1 Malaga	1	117,000 staves		10,904 00	1	Ballast	
	2 Havana	1 Cadiz	1				1	do	
		1 In port	1	1,243 ca. sugar			1	In port	
	1 Boston	1 Denia	1	10,000 ca. petroleum		31,680 00	1	Ballast	
	1 Sierra Leone	1 New York	1				1	General cargo	81,923 00
	1 Richmond	1 In port	1	750 hhds. tobacco, 19,300 staves		82,453 00	1	In port	
	1 Baltimore	1 In port	1	2,750 bbls., 750 ca. petroleum		35,956 00	1	do	
	32	32	32			1,409,105 00	32		664,184 00
	No arrivals							No departures	
	2 Callao	2 Cardiff	2	2,570 tons guano		154,200 00	2	Ballast	
NAPOLEON-VENDÉE. J. W. McClure. Quarter ended December 31, 1867. Quarter ended March 31, 1868. 3d and 4th quarters	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	
	No arrivals							No departures	

\* Entered: 7 barks, 9 brigs, 6 schooners—22, and 8 in port. Cleared: 11 barks, 11 brigs, 7 schooners—29, and 1 in port. Aggregate tonnage entered, 8,243.  
† Entered: 11 barks, 5 brigs, 2 schooners—18, and 1 in port. Cleared: 5 barks, 5 brigs, 3 schooners—13, and 6 in port. Aggregate tonnage entered, 6,300.  
‡ Entered: 10 barks, 11 brigs, 3 schooners, 2 ships—26, and 6 in port. Cleared: 10 barks, 4 brigs, 1 schooner—15, and 17 in port. Aggregate tonnage entered, 11,956.  
§ Entered and cleared: 2 ships. Aggregate tonnage entered, 1,888.93.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	Where from.	No.	Where for.	No.	Description.	Value.	Description.	Value.	
FRENCH DOMINIONS.									
HAVRE.									
D. Morris.									
Quarter ended March 31, 1868—Continued.		63		63	24 bbls. grease..... 32 kegs sausage skins..... 1,582 lbs..... 28 bbls. tobacco..... 522 pkgs. laths..... 43 logs black walnut..... 4,867 logs oak..... 2,192 bbls. flour..... 6 cases pine apples..... 180 casks paraffine oil..... 10 casks wine..... 172 salted hides..... 21 cans beef.....	\$600 00 80 00 1,265 00 20,160 00 2,048 00 3,935 00 48,670 00 13,152 00 250 00 4,046 00 300 00 516 00 1,160 00			
		63		63		15,407,189 00		63	
Quarter ended June 30, 1868.	9 In port..... 20 New Orleans..... 2 Mobile..... 2 Savannah..... 3 Philadelphia..... 1 Charleston..... 1 San Francisco..... 4 New York..... 1 Matanzas.....		6 New York..... 12 Cardiff..... 8 Newport..... 5 Bordeaux..... 1 Swansea..... 1 Archangel..... 1 Philadelphia..... 1 New Orleans..... 1 Santander..... 1 Buenos Ayres..... 6 In port.....		9 Before reported..... 34 64,859 bales cotton, 10,839 bbls. 5 cases petroleum, 1,500 bbls. benzine, 100 bbls. 800 cases naphtha, 1,523 pkgs. 1,670 hides, 4,882 bbls. flour, 330 casks tallow, 124 casks copper, 84 casks potash, 504 sacks 43 bbls. quercitron bark, 2,386 sacks 10 bbls. Indian corn, 157 bbls. gold-miths' dust, 278 bbls. fish roes, 3 bbls. 2,214 lbs. wax, 11 bales India-rubber, 13 logs mahogany, 50 bbls. pigs' bristles, 25 bbls. salt pork, 25 bales mow, 3,582 cases sugar, 20,204 sacks wheat, 27 bales wool, 484 casks lard, 21 bbls. rosin, 63 logs ma- ple, 70 casks salt beef, 43,926 galls. whale oil, 29 logs black walnut.		7 Wines, dry goods, &c..... 30 Ballast..... 6 In port.....		43
		43		43				43	

ST. MARTIN. C. Ray. Quarter ended December 31, 1867.	7		7		40,585 36	7		27,801 68
	1	Grenada.....	1	Portland, Me.....	1	1	Salt.....	
	1	Guadeloupe.....	1	New York.....	2	2	do.....	
	3		1	do.....	1	1	do.....	
	3	New York.....	1	Porto Rico.....	1	1	do.....	
			1	Rustan Island.....	1	1	Salt.....	
	1	Barbadoes.....	1	New York.....	1	1	do.....	
	1	Montevideo.....	1	New York.....	10	10		
2d quarter.....		No report.....						
Quarter ended June 30, 1868. ¶	4	New York.....	3	Baracoa.....	3	3	Ballast.....	
			1	Jamaica.....	1	1	Gin and salt.....	
	4		4		4	4		
Quarter ended September 30, 1868. **	2	New York.....	2	Redonda.....	2	2	Ballast.....	
ST. NAZAIRE. J. Van Deyn. 1st, 2d, and 3d quarters ..		No reports.....						
Quarter ended September 30, 1868. ††	1	Havana.....	1	Cardiff.....	1	1	Ballast.....	

\* Entered and cleared : 3 brigs, 3 schooners—6. Aggregate tonnage entered, 1,107. 69.  
† Entered and cleared : 1 brig, 12 schooners—13. Aggregate tonnage entered, 1,893. 33.  
‡ Entered : 5 schooners, 1 brig, 1 bark—7. Cleared : 7 schooners, 1 brig, 1 bark—6, and 1 in port. Aggregate tonnage entered, 1,219. 56.  
§ Entered and cleared : 5 schooners, 5 brigs—10. Aggregate tonnage entered, 5,749. 19.  
\*\* Entered and cleared : 2 schooners. Aggregate tonnage entered, 129. 98.  
†† Entered and cleared : 1, class not given. Tonnage not reported.



**2d, 3d, and 4th quarters..**

## TABUL

**J. Vander.**

**• Quarter ended December 31, 1867. ||**

**Quarter ended March 31,  
1868. ¶**

ar r ended June 30,  
863.<sup>44</sup>

**Quarter ended September  
30, 1868.**

[illegible]

\* Entered and cleared: 1 schooner. Tonnage entered, 233. † Entered: 5 schooners. Cleared: 4 schooners, and 1 in port. Aggregate tonnage entered, 309.

**; Cleared: 1 schooner.**

Entered: 3 schooners, 1 brig—4. Cleared: 2 schooners, 1 brig—3, and 1 in port. Aggregate tonnage entered, 311.

Entered: 3 barks, 1 brigantine, 3 schooners—7. Condemned and sold, 1.  
 Cleared: 2 barks, 1 brigantine, 4 schooners—7. Condemned and sold, 1.  
 Entered: 3 barks, 1 brigantine, 3 schooners—7, and 1 in port. Aggregate tonnage entered, 1,171.

\*\* Entered: 1 ship, 2 schooners, 1 brig—4, and 2 in port. Aggregate tonnage entered, 1,575.  
 \*\* Entered: 3 schooners, 1 ship, 2 brigs—6. Cleared: 2 schooners, 1 ship, 1 brig—4, and 2 in port. Aggregate tonnage entered, 1,575.

†† Entered: 1 bark, 1 schooner—2, and 2 in port. Cleared: 1 bark, 1 brig, 2 schooners—4. Aggregate tonnage, 658.

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## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
FRENCH DOMINIONS. POINT A PITRE, H. Trionville. Quarter ended December 31, 1867 *	2	Boston .....	2	Basse-Terre .....	Ice and shooks.....	\$500 00	Ice, &c.....	
	4	New York.....	1	Santa Cruz.....	Provisions .....	7,475 00	Ballast .....	
			2	Porto Rico .....	do .....	18,875 00	do .....	
			1	New York.....	do .....	7,250 00	200,000 oranges.....	\$480 00
	6		6			34,100 00		480 00
Quarter ended March 31, 1868.†	1	Jackamville .....	1	Glenfuegas .....	138,026 feet lumber .....	4,556 87	Ballast .....	
	7	New York.....	1	Ponte, P. R. ....	Provisions .....	7,000 00	do .....	
			1	Havana .....	Tobacco and provisions .....	12,000 00	do .....	
			1	Maracaibo .....	Shooks and provisions.....	3,185 00	do .....	
			2	Porto Rico .....	Shooks and pumier .....	6,854 00	do .....	
			1	Cuba .....	Shooks and provisions.....	8,000 00	do .....	
	1	St. Mary's .....	1	Cuba .....	141,631 feet pitch pine lumber.....	4,532 10	do .....	
	1	Elizabeth City .....	1	Turk's Island .....	270,000 shingles.....	1,350 00	do .....	
	1	Portland.....	1	Glenfuegas .....	Shooks, &c.....	6,231 00	do .....	
	2	Norfolk.....	1	Ponce .....	Staves .....	5,800 00	do .....	
			1	Redonda .....	96,480 staves.....	4,255 00	do .....	
	13		13			63,164 06		
Quarter ended June 30, 1868.‡	1	Newcastle, Eng..	1	St. Thomas.....	392 tons coal .....	1,469 00	Ballast .....	
	1	St. Mary's .....	1	St. Thomas.....	109,000 feet pitch-pine lumber .....	2,385 00	do .....	
	1	Norfolk .....	1	Baracoa .....	Staves .....	2,948 00	do .....	
	6	New York.....	1	Bluefield .....	Provisions .....	9,075 00	do .....	
			1	Turk's Island .....	do .....	1,785 00	do .....	
			3	Baracoa .....	Horses, provisions, &c.....	28,578 00	do .....	
			1	Basse-Terre .....	Tobacco and provisions .....	21,738 00	do .....	
	9		9			67,067 00		
Quarter ended September 30, 1868.§	5	New York.....	1	New York.....	Provisions .....	6,000 00	101 casks 5 tea, 73 bbls. sugar .....	97,801 68
			1	Turk's Island .....	Petroleum .....	19,275 00	Ballast .....	
			1	Cuba .....	Provisions and petroleum .....	9,000 00	do .....	
			1	Grenada .....	Provisions and shooks.....	4,500 00	do .....	



ARECIBO, P. R. F. Fernandez. Quarter ended December 31, 1867.††	4	4	4	4	4	15,000 00	4	21,202 25
	1 In port	1 New York	1 Before reported					
	1 St. Thomas	1 do	1 Ballast					9,552 15
	1 S. John's, P. R.	1 Baltimore	1 do					11,771 30
	3	3	3					14,550 78
Quarter ended March 31, 1868.*	5	1 New York	1 Ballast				3	35,874 23
		2 Baltimore	2 do				1	10,537 88
		2 In port	2 do				2	38,499 08
	5	5	5				2	
							5	49,036 96
Quarter ended June 30, 1868.†	2 St. John's	1 New York	1 Ballast				1	18,791 40
		1 Baltimore	1 do				1	16,034 52
	4 Baltimore	1 Mayaguez	1 Provisions and cooperage			18,000 00	1	18,000 00
		2 Baltimore	1 do			6,000 00	2	52,263 62
	6	6	6				1	
Quarter ended September 30, 1868.††	1 Baltimore	1 In port	1 Ballast			13,000 00	1	
			1 Provisions and cooperage					
						37,000 00	6	105,089 54
						13,000 00	4	66,297 05

\* Entered and cleared: 4 schooners, 1 brig—5. Aggregate tonnage entered, 619.26.  
† Entered and cleared: 1 brig. Tonnage entered, 486.  
†† Entered: 4 brigs. Cleared: 3 brigs, and 1 in port. Aggregate tonnage entered, 1,082.  
‡ Entered: 1 schooner, 1 brig, and 3 in port. Cleared: 2 schooners, 1 brig—3. Aggregate tonnage entered, 451.04.  
‡‡ Entered: 2 brigs, 3 schooners—5. Cleared: 1 brig, 2 schooners—3, and 2 in port. Aggregate tonnage entered, 900.74.  
‡‡‡ Entered: 5 brigs, 1 schooner—6. Cleared: 4 brigs, 1 schooner—5, and 1 in port. Aggregate tonnage entered, 1,267.92.  
‡‡‡‡ Entered and cleared: 7 brigs, 1 schooner—8. Aggregate tonnage entered, 1,608.47.  
† Entered and cleared: 1 brig, 5 schooners—6. Aggregate tonnage entered, 1,196.99.  
‡ Entered and cleared: 1 bark. Tonnage entered, 182.75.





## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
<b>SPANISH DOMINIONS.</b>								
AGUADELLA.								
<i>E. Kennisch.</i>								
Quarter ended December 31, 1867.	.....	No report.....	.....	.....	.....	.....	.....	.....
Quarter ended March 31, 1868.*	3	New York.....	2	New York.....	Assorted cargo.....	\$5,000 00	508,000 oranges.....	\$2,557 40
					Ballast.....	5,000 00	Ballast.....	.....
	1	Cherryfield.....	1	Mayaguez.....	Assorted cargo.....	2,000 00	220 hhds. sugar, 60 hhds. molasses.	15,472 91
	1	Baltimore.....	1	Delaware, B. W..	94,000 feet lumber.....	.....	232 hhds. 33 bbls. sugar.....	15,581 93
	5	.....	5	Baltimore.....	Ballast.....	.....	.....	.....
	.....	.....	.....	.....	.....	12,000 00	.....	33,612 24
Quarter ended June 30, 1868. †	2	Mayaguez.....	1	New York.....	Ballast.....	.....	204 hhds. sugar, 30 punc. molasses.	12,898 75
	3	St. John.....	1	Boston.....	.....do.....	.....	95 hhds. sugar, 36 punc. molasses..	7,185 42
	1	Baltimore.....	2	Mayaguez.....	Provisions.....	4,500 00	Ballast.....	.....
	6	.....	1	Baltimore.....	Ballast.....	.....	403 hhds. 310 bbls. sugar.....	28,657 04
	.....	.....	1	Arroyo.....	Provisions and lumber.....	20,107 26	58 bbls. sugar.....	658 96
	.....	.....	6	.....	.....	24,607 26	.....	49,400 17
Quarter ended September 30, 1868. ‡	1	Mayaguez.....	1	Boston.....	Sugar and molasses.....	.....	Sugar and molasses.....	.....
ALICANTE.								
<i>W. S. Gire.</i>								
Quarter ended December 31, 1867.§	1	Valencia.....	1	New York.....	Ballast.....	.....	202 tons old iron, 120 bxs. licorice paste, 495 casks wine, 1,200 lbs. licorice root, 8,600 bxs. raisins.	32,106 00
Quarter ended March 31, 1868.	.....	No arrivals.....	.....	.....	.....	.....	No departures.....	.....
2d quarter.....	.....	No report.....	.....	.....	.....	.....	.....	.....

Quarter ended June 30, 1868.†		2	In port .....	1	Teneriffe .....	1	Before reported .....	.....	1	Ballast .....	.....	64,532 17
6	New York .....	1	New York .....	1	Gloucester .....	1	do .....	.....	1	281 tuns wine .....	.....	2,660 05
		2		2		2	228,000 staves .....	30,030 00	2	520 lasts salt .....	.....	.....
		1		1		1	316 hhds. tobacco, &c. ....	31,920 00	1	Ballast .....	.....	.....
		1		1		1	111,000 staves .....	14,985 00	1	16 tuns wine, 189 lasts salt .....	.....	5,006 18
		1		1		1	430 hhds. tobacco, &c. ....	43,406 00	1	Inward cargo .....	.....	.....
4	Boston .....	1	In port .....	1	Valencia .....	1	84,000 staves .....	10,920 00	1	In port .....	.....	.....
		2		2		2	73,167 staves, 527 bbls. flour .....	19,859 00	2	130 lasts salt .....	.....	670 00
		1		1		1	62,000 staves .....	8,370 00	1	Ballast .....	.....	.....
		1		1		1	64,000 staves .....	8,320 00	1	150 lasts salt .....	.....	771 31
1	Portsmouth .....	1	Boston .....	1	Boston .....	1	119,000 staves .....	16,135 00	1	185 lasts salt .....	.....	950 68
13	.....	13	.....	.....	.....	13	.....	183,945 00	.....	.....	.....	74,590 39
Quarter ended September 30, 1868.‡		1	In port .....	1	Gloucester .....	1	Before reported .....	.....	1	237 lasts salt .....	.....	1,678 17
19	New York .....	5	In port .....	5	Malaga .....	5	471,960 staves .....	61,845 00	5	In port .....	.....	.....
		6		6		6	284,000 staves .....	32,500 00	6	4, ballast, 2, inward cargoes .....	.....	.....
		3		3		3	General cargo .....	52,086 00	3	Wine and salt .....	.....	23,309 82
		1		1		1	473 hhds. tobacco .....	47,300 00	1	Inward cargo .....	.....	.....
		1		1		1	General cargo .....	.....	1	do .....	.....	.....
3	Lisbon .....	1	In port .....	1	Seville .....	1	100,000 staves .....	13,000 00	1	320 lasts salt .....	.....	986 97
		1		1		1	38,000 staves .....	4,920 00	1	Inward cargo .....	.....	.....
		1		1		1	Petroleum .....	.....	1	do .....	.....	.....
		1		1		1	Ballast .....	.....	1	Ballast .....	.....	.....
		1		1		1	do .....	.....	1	370 lasts salt .....	.....	1,140 31
2	New Orleans .....	1	In port .....	1	Boston .....	1	115,000 staves .....	14,690 00	1	In port .....	.....	.....
		1		1		1	52,400 staves .....	6,810 00	1	314 lasts salt .....	.....	1,129 03
		1		1		1	15,360 staves .....	9,800 00	1	In port .....	.....	.....
		1		1		1	31,000 staves .....	5,030 00	1	Ballast .....	.....	.....
		1		1		1	Ballast .....	.....	1	Inward cargo .....	.....	.....
28	.....	28	.....	.....	.....	28	.....	247,981 00	.....	.....	.....	28,244 30

\* Entered: 6 barks, 4 brigs, 2 schooners—12. Cleared: 2 barks, 1 brig, 2 schooners—5, and 7 in port. Aggregate tonnage entered, 4,862.  
† Entered: 3 barks, 1 brig, 2 schooners—6, and 7 in port. Cleared: 5 barks, 4 brigs, 2 schooners—11, and 2 in port. Aggregate tonnage entered, 1,822.  
‡ Entered: 10 barks, 1 brig—11, and 2 in port. Cleared: 11 barks, 1 brig—12, and 1 in port. Aggregate tonnage entered, 3,996.  
§ Entered: 15 barks, 10 brigs, 2 schooners—27, and 1 in port. Cleared: 11 barks, 7 brigs, 2 schooners—20, and 8 in port. Aggregate tonnage entered, 9,887.





10	Boston.....	2	Baltimore.....	2	do.....	9	hhds. molasses.	25,347 03
		2	Boston.....	2	do.....	2	180 hhds. sugar, 491 hhds. molasses.	16,090 90.
		1	Matanzas.....	1	do.....	1	557 hhds. molasses.	.....
		4	New York.....	4	Ballast.....	4	503 hhds. 183 bxs. sugar, 1,630 hhds. molasses, 2 tea. honey.	78,351 21
5	Havana.....	1	Philadelphia.....	1	do.....	1	453 hhds. molasses.	12,990 27
		1	Boston.....	1	Cooperage, &c.....	1	729 hhds. molasses.	21,112 62
		2	Baltimore.....	2	Ballast.....	2	502 hhds. molasses.	15,499 55
		1	Portland.....	1	do.....	1	321 hhds. molasses.	7,614 36
19	Portland.....	1	In port.....	1	do.....	1	In port.....	.....
		1	Wilmington.....	1	do.....	1	189 hhds. molasses.	5,445 82
		1	Portland.....	1	do.....	1	388 hhds. molasses.	9,675 65
		1	New York.....	1	do.....	1	525 hhds. molasses.	15,491 38
6	Galveston.....	1	Mobile.....	1	do.....	1	35 hhds. molasses, 50 bxs. sugar.	2,222 52
		1	In port.....	1	do.....	1	In port.....	.....
		4	Philadelphia.....	4	do.....	4	607 hhds. 72 bxs. sugar, 1,071 hhds. molasses.	63,913 23
		2	New York.....	2	do.....	2	437 hhds. 537 bxs. sugar, 510 hhds. molasses.	52,007 55
5	Philadelphia.....	8	Portland.....	8	Cooperage, &c.....	8	107 hhds. sugar, 3,057 hhds. mo- lasses, 2 hhds. melada.	90,075 81
		2	Baltimore.....	2	do.....	2	770 hhds. molasses.	22,784 97
		2	Boston.....	2	do.....	2	431 hhds. sugar, 567 hhds. molasses.	41,414 75
		1	In port.....	1	do.....	1	In port.....	.....
4	Wilmington.....	1	Philadelphia.....	1	Ballast.....	1	341 hhds. 134 bxs. sugar.	24,197 63
		4	Baltimore.....	4	do.....	4	592 hhds. 147 bxs. sugar, 950 hhds. molasses.	59,633 51
		1	Philadelphia.....	1	Cooperage, &c.....	1	472 hhds. molasses, 2 tea. honey.	14,074 03
		1	In port.....	1	do.....	1	In port.....	.....
5	New Orleans.....	2	Philadelphia.....	2	do.....	2	350 hhds. sugar, 643 hhds. molasses.	37,052 20
		2	In port.....	2	Machinery, &c.....	2	In port.....	.....
		1	New York.....	1	do.....	1	490 hhds. molasses.	12,475 13
		2	Philadelphia.....	2	Pitch-pine lumber.....	2	533 hhds. 181 bxs. sugar, 50 hhds. molasses.	40,580 53
2	St. John's, N. B....	2	Boston.....	2	do.....	2	441 hhds. molasses.	11,573 06
		1	New Orleans.....	1	do.....	1	350 hhds. molasses.	10,345 00
		1	Bangor.....	1	do.....	2	257 hhds. molasses.	6,635 05
		1	New York.....	1	Flour, &c.....	1	382 hhds. molasses.	9,822 36
2	Charleston.....	2	In port.....	2	do.....	2	In port.....	.....
		1	New York.....	1	Box shooks.....	1	226 hhds. sugar, 569 hhds. molasses, 12 hhds. melada.	30,300 19
		1	Boston.....	1	do.....	1	456 hhds. molasses.	11,938 48
		1	New York.....	1	Ballast.....	1	381 hhds. molasses.	9,692 78
2	Charleston.....	1	In port.....	1	do.....	1	In port.....	.....
		1	In port.....	1	do.....	1	In port.....	.....
		1	In port.....	1	do.....	1	In port.....	.....
		1	In port.....	1	do.....	1	In port.....	.....

† Entered: 4 barks, 20 brigs, 12 schooners—36, and 5 in port. Cleared: 3 barks, 15 brigs, 5 schooners—23, and 18 in port. Aggregate tonnage entered, 9,202.13.  
‡ Entered: 13 barks, 48 brigs, 34 schooners—95, and 18 in port. Cleared: 13 barks, 51 brigs, 36 schooners—100, and 13 in port. Aggregate tonnage entered, 24,375.63.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
SPANISH DOMINIONS.								
BARCELONA								
J. A. Little.								
Quarter ended September 30, 1868—Continued.	1	Baltimore .....	1	Leghorn .....	1	2,340 bbls. petroleum .....	1	Ballast .....
	1	Philadelphia .....	1	In port .....	1	3,099 bbls. petroleum, 40 bbls. cotton- seed oil.	1	In port .....
	4	.....	4	.....	4	.....	4	.....
								\$24,600 00
BILBAO.								
L. Dahl.								
Quarter ended December 31, 1867.	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....
2d, 3d, and 4th quarters...	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....
CADIZ.								
R. F. Farrell.								
Quarter ended December 31, 1867.*	8	New York .....	1	Palermo .....	1	536,000 staves .....	1	Ballast .....
	2	Malaga .....	2	Malaga .....	2	Ballast .....	2	do .....
	5	In port .....	5	In port .....	5	441 hbd. tobacco .....	5	In port .....
3	Boston .....	.....	1	Valencia .....	1	Staves and tobacco .....	1	Inward cargo .....
			1	Messina .....	1	49,200 staves .....	1	Ballast .....
			1	In port .....	1	60,000 staves .....	1	In port .....
1	Holmes's Hole ...	.....	1	do .....	1	22,800 ft. lumber .....	1	do .....
12	.....	.....	12	.....	12	.....	12	.....
								101,300 00
								44,100 00
								9,800 00
								9,000 00
								5,700 00
								169,900 00
Quarter ended March 31, 1868.†								
7	In port .....	.....	3	Portland .....	3	Before reported .....	3	766½ lasts salt .....
			1	Cagliari .....	1	do .....	1	Ballast .....
			1	Montevideo .....	1	do .....	1	280 lasts salt .....
1	Cuba .....	.....	1	do .....	1	do .....	1	Ballast .....
			1	Messina .....	1	do .....	1	40 lasts salt .....
			1	Seville .....	1	Petroleum .....	1	Inward cargo .....
5	New York .....	.....	1	St. Thomas .....	1	Staves and miscellaneous .....	1	Ballast .....
			1	Philadelphia .....	1	do .....	1	115 lasts salt .....
			1	In port .....	1	do .....	1	In port .....
								3,996 21
								1,400 00
								228 50
								591 99

Entered: 24 barks, 76 brigs, 68 schooners—166, and 13 in port. Cleared: 21 barks, 61 brigs, 67 schooners—149, and 30 in port. Aggregate tonnage entered, 48,728. 65.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS. CARDENAS. N. Cross. Quarter ended June 30, 1868—Continued.	1	Nassau, N. P.	1	Wilmington	1 Ballast		1 246 hhds. molasses	\$5,590 42
	7	Baltimore	1	New York	1 Casks and hoops	\$1,500 00	1 2 hhds. sugar, 378 hhds. molasses	11,944 64
			4	Baltimore	4 Cooperage and general cargo	19,000 00	4 559 hhds. 150 bxs. sugar, 776 hhds. molasses	62,387 10
			1	Philadelphia	1 do	5,500 00	1 519 hhds. molasses	15,258 24
			1	In port	1 do	5,000 00	1 In port	
			1	New York	1 English coal	600 00	1 544 hhds. 64 bxs. sugar	34,187 75
			1	Philadelphia	1 Ballast		1 490 hhds. molasses	12,957 35
			1	Baltimore	1 White-pine lumber	2,000 00	1 337 hhds. molasses	10,318 87
			1	Philadelphia	1 Ballast		1 605 hhds. molasses	15,905 83
			1	Baltimore	1 do		1 477 hhds. 66 boxes sugar	31,213 31
			1	In port	1 do		1 In port	
			1	Boston	1 do		1 253 hhds. molasses	6,727 57
			1	Philadelphia	1 White-pine lumber	3,000 00	1 474 hhds. molasses	14,790 04
			1	Boston	1 Pitch-pine lumber	2,000 00	1 50 hhds. molasses	1,528 23
			1	Philadelphia	1 do	2,000 00	1 95 hhds. 91 boxes sugar, 50 hhds. molasses	9,481 00
			2	New York	2 Ballast		2 976 hhds. molasses	25,809 72
			2	In port	2 French tiles	3,000 00	2 In port	
			2	Boston	2 Pitch-pine lumber	3,500 00	2 430 hhds. molasses	11,900 31
			1	In port	1 do	3,000 00	1 In port	
			1	Sagua la Grande	1 White-pine lumber and shooks	5,500 00	1 Ballast	
			2	In port	2 do	9,500 00	2 In port	
	179		179			342,050 00		2,391,475 84
Cienfuegos. A. F. Canada. Quarter ended December 31, 1867.	1	In port	1	Boston	1 Before reported		1 256 hhds. sugar, 4 tea. honey	18,085 00
	4	New York	2	New York	2 Cooperage	8,500 00	2 666 hhds. sugar, 30 hhds. molasses	43,183 00
			2	In port	2 Cooperage, &c.	15,500 00	2 In port	
			1	do	1 Ballast		1 do	
	1	Aspinwall	1	Havana	1 Lumber	5,500 00	1 Ballast	
	1	Portland	1	In port	1 Ballast		1 In port	
	1	Santiago de Cuba	1	In port	1 Ballast		1 In port	

Quarter ended March 31, 1868.†		In port .....		New York .....		Before reported .....					
6	In port .....	3	New York .....	3	Before reported .....	3	1,460 hhds. sugar .....	3	1,460 hhds. sugar .....	73,336 00	
		1	Trinidad .....	1	do .....	1	Ballast .....	1	Ballast .....		
		1	St. Stephen's .....	1	do .....	1	358 hhds. molasses .....	1	358 hhds. molasses .....	10,513 00	
		1	Baltimore .....	1	do .....	1	383 hhds. molasses .....	1	383 hhds. molasses .....	11,498 00	
11	New York .....	9	New York .....	3	Lumber .....	3	3,016 hhds. sugar .....	8	3,016 hhds. sugar .....	184,747 00	
		1	Boston .....	4	Cooperage and provisions .....	3	1,184 hhds. sugar and molasses .....	3	1,184 hhds. sugar and molasses .....	70,953 00	
		1	New Orleans .....	4	Ballast .....	5	1,716 hhds. sugar and molasses .....	5	1,716 hhds. sugar and molasses .....	97,722 00	
7	Boston .....	5	Boston .....	2	Cooperage .....	2	In port .....	2	In port .....		
		2	In port .....	5	Ballast .....	3	1,105 hhds. sugar .....	3	1,105 hhds. sugar .....	67,225 00	
19	Aspinwall .....	3	Boston .....	2	do .....	1	Cooperage .....	1	Cooperage .....		
		1	Trinidad .....	1	Ballast .....	1	Ballast .....	1	Ballast .....		
		1	Zaza .....	1	do .....	1	do .....	1	do .....		
		2	New Orleans .....	1	Cooperage .....	1	do .....	1	do .....		
		1	do .....	1	Ballast .....	1	615 hhds. sugar .....	1	615 hhds. sugar .....	35,547 00	
		3	New York .....	3	do .....	3	605 hhds. sugar, 453 hhds. molasses .....	3	605 hhds. sugar, 453 hhds. molasses .....	51,177 00	
		2	Philadelphia .....	1	do .....	2	1,135 hhds. sugar .....	2	1,135 hhds. sugar .....	73,471 00	
		1	Baltimore .....	1	Cooperage .....	1	Cooperage .....	1	Cooperage .....		
		6	In port .....	1	Ballast .....	1	454 hhds. sugar .....	1	454 hhds. sugar .....	30,569 00	
		4	Philadelphia .....	6	do .....	4	In port .....	6	In port .....	104,447 00	
		1	Trinidad .....	1	Cooperage .....	1	Ballast .....	1	Ballast .....		
		2	New York .....	2	Lumber and cooperage .....	2	442 hhds. sugar, 282 hhds. molasses .....	2	442 hhds. sugar, 282 hhds. molasses .....	34,156 00	
		2	do .....	2	do .....	2	702 hhds. sugar .....	2	702 hhds. sugar .....	47,232 00	
		1	Portland .....	1	Lumber .....	1	350 hhds. molasses .....	1	350 hhds. molasses .....	9,969 00	
		1	New York .....	1	Ballast .....	1	293 hhds. sugar .....	1	293 hhds. sugar .....	18,265 00	
		2	do .....	1	Cooperage .....	2	882 hhds. sugar and molasses .....	2	882 hhds. sugar and molasses .....	42,199 00	
		2	do .....	1	Ballast .....	2	1,077 hhds. sugar and molasses .....	2	1,077 hhds. sugar and molasses .....	65,400 00	
		1	Boston .....	1	do .....	1	918 hhds. sugar .....	1	918 hhds. sugar .....	51,667 00	
		1	New York .....	1	do .....	1	342 hhds. sugar .....	1	342 hhds. sugar .....	23,008 00	
		4	In port .....	4	do .....	4	In port .....	4	In port .....		
		1	New York .....	1	Lumber .....	1	645 hhds. sugar .....	1	645 hhds. sugar .....	37,042 00	
		1	Boston .....	1	Ice .....	1	202 hhds. sugar and molasses .....	1	202 hhds. sugar and molasses .....	18,134 00	
		1	do .....	1	Ballast .....	1	515 hhds. sugar .....	1	515 hhds. sugar .....	30,287 00	
		2	New York .....	2	do .....	2	620 hhds. molasses .....	2	620 hhds. molasses .....	17,601 00	
		1	In port .....	1	do .....	1	In port .....	1	In port .....		
		1	New Orleans .....	1	Lumber .....	1	271 hhds. sugar and molasses .....	1	271 hhds. sugar and molasses .....	19,260 00	
		1	Philadelphia .....	1	do .....	1	383 hhds. sugar and molasses .....	1	383 hhds. sugar and molasses .....	25,168 00	
		1	Boston .....	1	Ballast .....	1	531 hhds. molasses .....	1	531 hhds. molasses .....	15,443 00	
		2	New York .....	3	Cooperage .....	2	391 hhds. sugar, 242 hhds. molasses .....	2	391 hhds. sugar, 242 hhds. molasses .....	34,656 00	
		1	In port .....	1	do .....	1	In port .....	1	In port .....		
		1	New York .....	1	Ballast .....	1	677 hhds. sugar .....	1	677 hhds. sugar .....	40,444 00	
		1	Boston .....	1	do .....	1	278 hhds. molasses .....	1	278 hhds. molasses .....	7,370 00	

\* Entered : 4 barks, 5 brigs—9, and 1 in port. Cleared: 2 barks, 2 brigs—4, and 6 in port. Aggregate tonnage entered, 2,572.  
† Entered : 13 barks, 27 brigs, 39 schooners—79, and 6 in port. Cleared : 8 barks, 24 brigs, 37 schooners—69, and 16 in port. Aggregate tonnage entered, 24,366.





2d and 3d quarters	2	No arrivals	2					No departures	2		11,238 47
Quarter ended September 30, 1868.†	1 Palma	1 New York	1	Ballast				1 Raisins, licorice root, &c.	1		28,151 06
	2 Alicante	1 Boston	1	do				1 Raisins	1		7,500 00
	2 Marseilles	1 Philadelphia	1	do				do	1		7,125 00
	2 Valencia	1 New York	1	do				do	1		9,000 00
		1 In port	1	do				1 In port	1		
		1 Philadelphia	1	do				1 Raisins and almonds	1		16,476 10
		1 Baltimore	1	do				do	1		5,659 28
	7		7						7		73,911 44
GIBARA, (Cuba.) E. R. Codrington.											
Quarter ended December 31, 1867.§	1 New York	1 Nuevitas	1	Provisions and machinery		16,712 00		Part inward cargo	1		13,478 97
Quarter ended March 31, 1868.¶	1 Jacksonville	1 New York	1	Lumber		2,139 85		Sugar, molasses, &c.	1		15,944 92
	1 Machias	1 Nuevitas	1	do		2,503 17		35½ tons fustic	1		812 47
	2		2			4,643 02			2		16,757 39
Quarter ended June 30, 1868.**	2 New York	2 New York	2	General cargoes		13,973 00		Sugar and fustic	2		41,813 65
	1 Philadelphia	1 Philadelphia	1	Ballast				502 hhds. and 1 ton. molasses	1		16,759 13
	3		3			13,973 00			3		58,572 78
Quarter ended September 30, 1868.††	1 Nuevitas	1 New York	1	Ballast				Sugar, molasses, fustic, &c	1		25,595 79

\* Entered : 7 barks, 13 brigs, 2 schooners—22, and 12 in port. Cleared : 18 brigs, 12 barks, 4 schooners—34. Aggregate tonnage entered, 6,662.  
† Entered and cleared : 2 brigs. Aggregate tonnage entered, 557.99.  
‡ Entered : 3 barks, 1 barkentine, 3 brigs—7. Cleared : 3 barks, 3 brigs—6, and 1 in port. Aggregate tonnage entered, 2,405.65.  
§ Entered and cleared : 1 brig. Tonnage entered, 209.07. || Entered and cleared : 2 schooners. Aggregate tonnage entered, 306.74.  
¶ Entered and cleared : 2 brigs, 1 schooner—3. Aggregate tonnage entered, 813.13. †† Entered and cleared : 1 brig. Tonnage entered, 395.99.



## SPANISH DOMINIONS.

**Quarter ended March 31,  
1962. \$**

[illegible]

**Quarter ended June 30,  
1868. //**

\* Entered and cleared : 3 barks, 3 brigs, 4 schooners—10. Aggregate tonnage entered, 3,261.

† Entered and cleared : 3 barks, 5 brigs—8. Aggregate tonnage entered, 2,267.

↑ Entered: 1 brig, 2 schooners—3. Cleared: 1 brig, 1 schooner—2, and 1 in port. Aggregate tonnage entered, 659.91.

Entered: 1 bark, 15 schooners—31, and 1 in port. Cleared: 1 bark, 9 brigs, 13 schooners—23, and 9 in port. Aggregate tonnage entered, 5,928.20.

Entered : 16 brigs, 20 schooners—36, and 9 in port. Entered : 16 brigs, 20 schooners—39, and 6 in port. Cleared : 19 brigs, 20 schooners—39, and 6 in port. Aggregate tonnage entered, 7,865.06.



Norwich	New London	Provisions, &c	1,000 00	
			57,493 59	302,756 02
13	13			
9 In port	3 New York	3 Before reported		131,972 00
	1 New Orleans	1 do		5,088 17
	2 Baltimore	2 do		66,597 68
	1 Mobile	1 do		1,065 33
	1 Remedios	1 do		
	1 In port	1 do		
36 New York	22 New York	22 General cargoes, malla, &c	960,250 00	882,644 94
	1 Flacotaplan	1 In transit		
	2 Vera Cruz	2 Potatoes and hay	8,000 00	
	1 Savaunah	1 General cargo	15,000 00	195 72
	1 Mobile	1 do	20,000 00	
	2 New Orleans	2 Hay and general cargo	6,000 00	10,123 20
3 Key West	1 Trinidad	1 General cargo	15,000 00	
	6 In port	6 do	57,500 00	
	32 Key West	32 Live and salt fish and cattle	54,100 00	807 46
	1 New York	1 Machinery, hoops, &c	30,000 00	38,798 21
	1 Tampico	1 Salt fish	600 00	
	1 Sold	1 Ballast		
19 New Orleans	3 In port	3 Live fish and cattle	8,500 00	
	6 Philadelphia	6 Flour, lard, and general cargo	69,500 00	39,685 16
	5 Baltimore	5 do	81,000 00	155,142 01
	7 New York	7 do	65,000 00	35,527 91
	1 In port	1 Flour, hay, turpentine	8,000 00	
	2 New York	2 In transit		23,405 10
4 Sierra Morena	1 Portland	1 do		14,021 77
	1 Boston	1 do		12,050 86
2 Ellsworth, Me	1 Sagua	1 Lumber	6,000 00	
	1 Mobile	1 do	6,250 00	
2 Portland	1 Baltimore	1 Lumber, shooks, &c	9,500 00	21,234 14
	1 Mobile	1 do	8,000 00	

HAVANA.

H. K. de La Reintrie.

Quarter ended December 31, 1867.†

\* Entered : 5 brigs, 2 schooners—7, and 6 in port. Cleared : 8 brigs, 5 schooners—13. Aggregate tonnage entered, 1,622.55.

† Entered : 71 steamers, 6 ships, 8 barks, 30 brigs, 56 schooners, 12 sloops—183, and 9 in port. Cleared : 70 steamers, 3 ships, 9 barks, 27 brigs, 41 schooners, 11 sloops—161, and 31 in port. Aggregate tonnage entered, 94,239.41.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels.	Where from.	No. of vessels.	Where for.	Description.	Value.	Description.	Value.
<b>SPANISH DOMINIONS.</b>								
GUANTANAMO.								
<i>J. A. Plazo.</i>								
1st and 2d quarters .....	.....	No reports .....	.....	.....	.....	.....	.....	.....
Quarter ended June 30, 1868. *	7	St. Jago de Cuba.	3	New York.....	1 Ballast .....	.....	1 1,035,636 lbs. sugar.....	\$50,255 76
					2 Sugar, lumber, rosin .....	\$25,060 00	2 817,419 lbs. sugar, 14,810 gals. molasses.	38,088 85
			2	Baltimore .....	2 271,700 lbs. sugar .....	10,868 00	2 1,265,109 lbs. sugar, 8,956 gals. molasses.	53,121 16
			1	Falmouth .....	1 Ballast .....	.....	1 769,410 lbs. sugar, 26,880 gals. molasses.	40,000 00
			1	Philadelphia .....	1 70,000 lbs. sugar, 20,000 ft. lumber....	4,700 00	1 457,949 lbs. sugar, 12,087 gals. molasses.	24,348 12
	3	Philadelphia .....	1	Philadelphia .....	1 Cooperage, &c. ....	10,314 00	1 479,964 lbs. sugar, 5,015 gals. molasses.	25,606 85
			1	New York.....	1 Ballast .....	.....	1 1,148,364 lbs. sugar, 3,050 gals. molasses.	52,380 20
			1	Cuba .....	1 Lumber, machinery, &c .....	10,100 00	1 Inward cargo .....	.....
	10		10		.....	61,042 00	.....	283,800 94
Quarter ended September 30, 1868 †								
	7	St. Jago de Cuba.	1	Philadelphia ..	1 130,000 lbs. sugar and machinery.....	5,210 00	1 569,523 lbs. sugar, 3,670 gals. molasses.	26,776 75
			2	New York.....	1 202,000 lbs. sugar .....	8,593 00	2 1,068,632 lbs. sugar, 9,174 gals. molasses, 167 gals. honey.	47,087 29
			1	Boston .....	1 Ballast .....	.....	.....	.....
			3	Baltimore .....	1 98,700 lbs. sugar .....	4,194 00	1 514,169 lbs. sugar.....	22,076 23
			1	St. Jago .....	3 434,100 lbs. sugar .....	18,449 00	3 1,694,423 lbs. sugar.....	74,954 68
	1	Philadelphia .....	1	St. Jago .....	1 30,000 ft. lumber, &c .....	2,000 00	1 Inward cargo .....	.....
	8		8		.....	38,446 00	.....	170,894 95
GUAYMA, P. R.								
<i>E. M. Verges.</i>								
Quarter ended December 31, 1867. ‡	1	New York.....	1	Turk's Island....	1 Provisions, cooperage, and machinery.	36,604 00	1 Ballast .....	.....
	1	New Haven.....	1	Curaçoa .....	1 Provisions and cooperage .....	9,952 00	1 50 punch, bay water.....	3,694 97



2	steamer	4	NEW YORK	1	Lumber	4,000 00	1	Ballast	.....
2	Fernandina	1	In port	1	do	6,000 00	1	In port	.....
		1	Cardenas	1	do	2,000 00	1	Ballast	.....
5	St. John's, N. B.	1	In port	1	do	3,500 00	1	In port	.....
		1	Philadelphia	1	Box shooks	8,000 50	1	Ballast	.....
4	Matanzas	3	Savannah	3	do	25,000 00	3	do	.....
		1	In port	1	do	10,000 00	1	In port	.....
1	Jacksonville	3	Boston	3	Ballast	.....	3	4,372 bxs. sugar, 101 M cigars	105,975 87
2	Wilmington	1	In port	1	Lumber	4,000 00	1	In port	.....
1	Wiscasset	1	do	1	do	3,400 00	1	do	.....
		2	do	2	do	12,100 00	2	do	.....
		1	do	1	Box shooks, &c	9,000 00	1	do	.....
192		192		192		2,043,500 00	192		1,916,293 13
31	In port	1	In port	1	Before reported	.....	1	In port	.....
		1	Sold	1	do	.....	1	Sold	.....
		1	Falmouth, G. B.	1	do	.....	1	Cargo for Europe	.....
		1	Boston	1	do	.....	1	44 hhds. 2,395 bxs. sugar, 86 M cigars, 31 bales paper.	60,102 95
		1	Mobile	1	do	.....	1	Ballast	.....
		3	New Orleans	3	do	.....	3	3,487 bxs. sugar, 303 hhds. molasses	79,975 84
		1	Savannah	1	do	.....	1	39 hhds. molasses, fruit	1,588 62
		7	Sagua	7	do	.....	7	Ballast	.....
		2	Trinidad	2	do	.....	2	do	.....
		3	Matanzas	3	do	.....	3	do	.....
		1	Charleston	1	do	.....	1	do	.....
		1	Manzanillo	1	do	.....	1	do	.....
		1	Brazos St. Jago	1	do	.....	1	do	.....
						.....	1	450 bxs. sugar, 13 M cigars, 100 bds. cigarattes, 4 pipes rum, 264 pipes wine.	19,641 36
		1	Cardenas	1	do	.....	1	Ballast	.....
		2	Philadelphia	2	do	.....	2	127 hhds. 678 bxs. sugar, 520 hhds. molasses.	34,537 99
		3	New York	3	do	.....	2	2,719 bxs. sugar, 400,000 oranges..	59,314 22
		1	Key West	1	do	.....	1	3 bales tobacco and sundries	114 50
25	New York	20	New York	20	General cargoes, mails, &c	834,850 00	20	607 hhds. 24,636 bxs. sugar, 3,872 M cigars, 5,934 bales tobacco, sundries.	936,595 34
		5	New Orleans	5	General cargoes, and in transit	63,000 00	5	200 hhds. 5,688 bxs. sugar, 200 hhds. molasses, 128 M cigars, fruit, &c.	144,360 14

Quarter ended March 31, 1863.\*

\* Entered: 64 steamers, 1 ship, 28 barks, 49 brigs, 58 schooners, 11 sloops—211, and 31 in port. Cleared: 65 steamers, 3 ships, 24 barks, 52 brigs, 68 schooners, 19 sloops—204, and 18 in port. Aggregate tonnage entered, 106,615.64.



[illegible]

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS. HAYANA. <i>H. A. de La Reineria.</i> Quarter ended December 31, 1887.—Continued.	5	Portland.....	1	New York.....	Hoops and potatoes.....	\$7,000 00	1 2,106 bxs. sugar.....	\$50,277 47
			1	Pensacola.....	General cargo.....	9,600 00	1 Ballast.....	
			1	Sierra Morena..	Box shooks.....	8,000 00	1 .. do.....	
			2	In port.....	General cargo.....	17,000 00	2 In port.....	
	11	Philadelphia....	5	Philadelphia....	General cargoes, hhds., lumber, &c.....	119,500 00	5 4,212 bxs. sugar, 311 hhds. molasses, 188 M cigars, 105 bales tobacco, fruit, sundries, &c.....	123,793 26
			6	New Orleans...	General cargoes, hhds., lumber, &c.....	84,500 00	6 621 bxs. sugar, 98 M cigars, 1 bale tobacco.....	16,853 91
	5	Newport.....	1	Wilmington...	Potatoes, onions, hoops, &c.....	5,000 00	1 Fruit.....	357 30
			2	Charleston....	.. do.....	16,000 00	2 .. do.....	938 61
			2	Cardenas.....	.. do.....	12,000 00	2 Ballast.....	
	6	Cardiff.....	1	Mobile.....	Coal.....	8,000 00	1 .. do.....	
			2	Savannah...	.. do.....	15,000 00	2 .. do.....	
			3	In port.....	.. do.....	12,500 00	3 In port.....	
	6	Mobile.....	1	New Orleans...	Lumber.....	2,000 00	1 210 hhds. molasses.....	5,922 34
			4	Mobile.....	Lumber and general cargo.....	7,000 00	4 70 hhds. sugar, 47 M cigars, 47 bales tobacco, fruit, &c.....	7,410 91
			1	In port.....	.. do.....	3,500 00	1 In port.....	
	6	Baltimore.....	5	New Orleans...	General cargoes.....	50,000 00	5 852 bxs. sugar, 369 M cigars, 26 bales tobacco, fruit, &c.....	46,593 06
			1	In port.....	.. do.....	9,000 00	1 In port.....	
	6	Pensacola.....	1	New York.....	Lumber.....	3,000 00	1 Ballast.....	
			1	Pensacola....	.. do.....	1,500 00	1 20 bxs. sugar, 20 M cigars, fruit.....	798 12
			1	Rueteo.....	.. do.....	1,500 00	1 Ballast.....	
			1	Mobile.....	.. do.....	1,500 00	1 .. do.....	
			1	Cedar Keys....	.. do.....	2,500 00	1 .. do.....	
			1	In port.....	.. do.....	4,500 00	1 In port.....	
			1	Mobile.....	Ice and rice.....	4,000 00	1 Ballast.....	
	5	Boston.....	1	Pensacola.....	General cargo.....	20,000 00	1 .. do.....	
			1	Savannah...	.. do.....	15,000 00	1 .. do.....	
			1	Philadelphia...	.. do.....	4,000 00	1 .. do.....	
			1	In port.....	.. do.....	20,000 00	1 In port.....	
	1	Stockton.....	1	Pensacola.....	Lumber.....	4,000 00	1 Ballast.....	
	1	Norfolk.....	1	In port.....	.. do.....	4,000 00	1 In port.....	
	7	Vera Cruz.....	7	New York.....	Merchandise, and in transit.....	5,000 00	7 110 bxs. sugar, 66 M cigars, 100 bales tobacco, fruit, &c.....	24,641 30

SPANISH DOMINIONS.

57	New York.....	1 Sierra Morena.....	1 do.....	5,000 00	1 Ballast.....	1,549,390 95
		1 Baltimore.....	1 do.....	1,000 00	1 do.....	375 18
		1 Matanzas.....	1 do.....	2,000 00	1 Fruit.....	
		1 In port.....	1 do.....	3,500 00	1 Ballast.....	
31	New York.....	31 In port.....	1 do.....	1,011,750 00	1 In port.....	
					31 2,562 hhds. 43,216 bxs. sugar, 977	
					hhd. molasses, 4,939 7-10 M	
					cigars, 8,830 bales tobacco.	
6	Sagua la Grande.	6 do.....	do.....	47,700 00	6 410 bxs. sugar.....	7,942 71
5	Cardenas.....	5 do.....	do.....	19,900 00	5 346 bxs. sugar.....	7,536 98
2	New Orleans.....	2 do.....	do.....	12,000 00	2 3,621 bxs. sugar, 146 hhd. molasses, 54 bales tobacco.	83,766 76
1	Boston.....	1 Ballast.....			1 36 hhds. 3,724 bxs. sugar.....	79,328 01
1	Falmouth.....	1 Empty casks.....		2,000 00	1 Cargo for Europe.....	
3	Vera Cruz.....	3 General cargoes.....		25,000 00	3 Inward cargo.....	
1	Remedios.....	1 do.....		5,000 00	1 Ballast.....	
7	In port.....	7 do.....		130,000 00	7 29 hhds 1,000 bxs. sugar, in port	23,959 32
7	New Orleans.....	7 do.....		50,500 00	7 293 hhds. 4,710 bxs. sugar, 538	141,616 32
					hhd. molasses, 45 3-10 M cigars, 55 bales tobacco.	
5	Baltimore.....	5 do.....		50,500 00	5 1,308 hhds. 3,892 bxs. sugar, 143 M	168,333 87
					cigars, 70 tex. honey.	
4	New York.....	4 do.....		60,000 00	4 587 hhds. 8,532 bxs. sugar, 130 9-10	236,810 07
					M cigars, 623 bales tobacco.	
6	Philadelphia.....	6 do.....		54,500 00	6 389 hhds. 4,358 bxs. sugar, 116 M	122,334 66
					cigars.	
5	Boston.....	5 do.....		71,500 00	5 103 hhds. 9,292 bxs. sugar, 222 3-10	237,026 17
					M cigars, 6 bales tobacco.	
					5 Ballast.....	
5	Sagua la Grande.	5 Ballast.....			5 do.....	
5	Cardenas.....	5 Lumber.....		1,500 00	5 do.....	
1	Remedios.....	1 Ballast.....			1 do.....	
1	Caibarien.....	1 do.....			1 do.....	
1	Sierra Morena.....	1 Empty casks.....		1,200 00	1 do.....	
1	In port.....	1 General cargo.....		5,600 00	1 In port.....	
6	New Orleans.....	6 General cargoes.....		130,000 00	6 74 hhds. 2,630 bxs. sugar, 105 hhds.	82,991 59
					molasses, 116 M cigars, 138 bales	
					tobacco.	
2	New York.....	2 do.....		31,000 00	2 249 hhds. 1,408 bxs. sugar, 75 hhds.	52,707 56
					molasses, 43 bales tobacco.	
2	Philadelphia.....	2 do.....		32,500 00	2 284 hhds. 1,414 bxs. sugar, 116 1-10	51,338 20
					M cigars.	
1	Sagua la Grande.	1 Coal and cooperage.....		2,500 00	1 Ballast.....	
1	Cardenas.....	1 In transit.....			1 Inward cargo.....	
1	Baracos.....	1 Cooperage.....		3,600 00	1 Ballast.....	
3	In port.....	3 General cargoes.....		17,300 00	3 In port.....	
1	Caibarien.....	1 Ballast.....			1 Ballast.....	
6	New Orleans.....	6 General cargoes.....		147,300 00	6 316 hhds. 8,320 bxs. sugar, 386 hhds.	906,809 74
					molasses, 90 6-10 M cigars.	

\* Entered : 87 steamers, 8 ships, 31 barks, 37 brigs 62 schooners, 13 sloops—238, and 18 in port. Cleared : 86 steamers, 9 ships, 33 barks, 36 brigs, 57 schooners, 13 sloops—233, and 23 in port. Aggregate tonnage entered, 133,778. 81.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for	Description.	Value.	Description.	Value.
SPANISH DOMINIONS.  HAVANA. <i>H. K. de La Reintría.</i> Quarter ended March 31, 1868—Continued.	15	New York	9	Sagua	General cargoes, hay, potatoes, &c.	\$113,500 00	9 Ballast	.....
			3	Matanzas	General cargoes, hay, oil, shooks, &c.	27,500 00	3 do	.....
			1	Remedios	General cargo and hay	10,000 00	1 do	.....
	7	Cardiff	2	Caibarien	General cargoes	37,000 00	2 do	.....
			1	New Orleans	Coals	3,000 00	1 1,264 bxs. sugar, 301 hhds. molasses	\$35,126 85
			2	New York	do	8,500 00	2 170 hhds. 4,925 bxs. sugar	107,280 71
			1	Cardenas	do	2,000 00	1 Ballast	.....
			1	Remedios	do	3,500 00	1 do	.....
			1	Sagua	do	3,000 00	1 do	.....
			1	Portland	do	3,400 00	1 225 bxs. sugar, 400 hhds. molasses	13,576 85
	3	Antwerp	1	Philadelphia	Hay and tiles	10,000 00	1 198 hhds. 1,448 bxs. sugar	51,879 80
			2	In port	Hay and bricks	7,000 00	2 In port	.....
	26	Key West	26	Key West	Cattle and fish	24,700 00	6 bxs. sugar and sundries	317 11
	9	Baltimore	1	Remedios	General cargo	18,000 00	1 Ballast	.....
			5	New Orleans	General cargoes and hay	35,400 00	5 216 hhds. 319 bxs. sugar, 141 M ol- gara, 36 bales tobacco	93,349 83
			1	New York	General cargo	7,000 00	1 1,148 bxs. sugar	26,961 59
			1	Baltimore	do	13,000 00	1 261 hhds. 219 bxs. sugar, 40 hhds. molasses, fruit, &c.	21,351 22
	10	Pennacola	1	Caibarien	do	12,000 00	1 Ballast	.....
			1	New York	Lumber	4,500 00	1 1,688 bxs. sugar	35,251 91
			4	Sagua	do	17,800 00	4 Ballast	.....
			1	New Orleans	do	2,000 00	1 do	.....
			1	Cardenas	do	1,000 00	1 do	.....
	12	Philadelphia	3	In port	do	18,000 00	3 In port	.....
			7	Philadelphia	General cargoes, casks, ice, &c.	101,000 00	7 185 hhds. 7,674 bxs. sugar, 55 M ol- gara, 23 bales tobacco, fruit, &c.	172,534 37
			1	New York	General cargoes and machinery	25,000 00	1 36 hhds. 1,262 bxs. sugar	27,650 36
			4	New Orleans	General cargoes, hay, &c.	59,000 00	4 2,076 bxs. sugar, 100 hhds. mo- lasses, 31 M segara, fruit, &c.	56,689 96
	22	New Orleans	5	Baltimore	General cargoes	75,000 00	5 179 hhds. 9,502 bxs. sugar, 99 M ol- gara	215,449 23
			5	Philadelphia	General cargoes, lard, &c.	70,000 00	5 41 hhds. 7,355 bxs. sugar, 88 M ol- gara, 31 bales tobacco	169,229 76



Quarter ended September 30, 1908.		In port		Before reported		Cargo for Europe	
23	Hayre.....	1	do.....	1	do.....	1	do.....
	Belle.....	1	do.....	1	do.....	1	do.....
5	New York.....	5	do.....	5	do.....	5	do.....
	Marshall.....	2	do.....	2	do.....	2	do.....
	Baltimore.....	1	do.....	1	do.....	1	do.....
1	Philadelphia.....	1	do.....	1	do.....	1	do.....
4	Boston.....	4	do.....	4	do.....	4	do.....
	Calhoun.....	1	do.....	1	do.....	1	do.....
1	Matanzas.....	1	do.....	1	do.....	1	do.....
1	Sierra Morena.....	1	do.....	1	do.....	1	do.....
1	Sagua la Grande.....	1	do.....	1	do.....	1	do.....
1	Cardenas.....	1	do.....	1	do.....	1	do.....
2	Falmouth.....	2	do.....	2	do.....	2	do.....
1	New Orleans.....	1	do.....	1	do.....	1	do.....
	Boston.....	1	do.....	1	do.....	1	do.....
4	Boston.....	4	do.....	4	do.....	4	do.....
	Marshall.....	1	do.....	1	do.....	1	do.....
2	In port.....	2	do.....	2	do.....	2	do.....
14	New York.....	14	do.....	14	do.....	14	do.....
	Philadelphia.....	1	do.....	1	do.....	1	do.....
2	Vera Cruz.....	2	do.....	2	do.....	2	do.....
1	Sagua la Grande.....	1	do.....	1	do.....	1	do.....
4	In port.....	4	do.....	4	do.....	4	do.....
28	Key West.....	28	do.....	28	do.....	28	do.....
4	Pennacola.....	4	do.....	4	do.....	4	do.....
	Mobile.....	1	do.....	1	do.....	1	do.....
1	New Orleans.....	1	do.....	1	do.....	1	do.....
1	New York.....	1	do.....	1	do.....	1	do.....
1	In port.....	1	do.....	1	do.....	1	do.....
2	New Orleans.....	2	do.....	2	do.....	2	do.....
1	Baltimore.....	1	do.....	1	do.....	1	do.....
1	New York.....	1	do.....	1	do.....	1	do.....
4	Philadelphia.....	4	do.....	4	do.....	4	do.....
2	Boston.....	2	do.....	2	do.....	2	do.....
1	Pennacola.....	1	do.....	1	do.....	1	do.....

Entered: 37 steamers, 12 barks, 10 brigs, 22 schooners, 12 sloops—83, and 23 in port. Cleared: 40 steamers, 15 barks, 8 brigs, 31 schooners, 19 sloops—106, and 10 in port. Aggregate tonnage entered, 47,638.79.

SPANISH DOMINIONS.



Quarter ended March 31, 1868. †	3	In port.....	3	New York.....	3	Before reported.....			3	Lead, wine, fruit.....	63,189 00	
	1	New York.....	1	Mexico.....	1	56,640 staves.....	11,328 00		1	Lead.....	4,140 18	
	1	Boston.....	1	do.....	1	29,250 staves.....	7,858 00		1	Ballast.....		
	1	Callao.....	1	In port.....	1	(tunnos.....			1	In port.....		
	1	Barcelona.....	2	do.....	1	Ballast.....			1	do.....		
	7		7		7		19,186 00		7		67,329 18	
Quarter ended June 30, 1868. ‡	2	In port.....	1	Carthagena.....	2	Before reported.....			1	Ballast.....	55,941 00	
	2	Barcelona.....	1	New York.....	1	90,120 staves.....	14,000 00		1	Lead, fruit, &c.....		
			1	Leghorn.....	1	Ballast.....			1	Ballast.....	19,458 00	
	3	New York.....	1	New York.....	1	250 bbla. flour, corn, &c.....	8,600 00		1	Fruit and wine.....	61,209 00	
			3	do.....	3				3	Fruit, wine, lead.....		
	7		7		7		22,600 00		7		136,608 00	
Quarter ended September 30, 1868. §	11	New York.....	1	New Orleans.....	1	Stores and staves.....			1	Raisins.....		
			5	New York.....	5	do.....			5	Lemons, raisins, lead, almonds.....		
			2	Leghorn.....	2	do.....			2	Ballast.....		
			1	Baltimore.....	1	Petroleum, flour, staves.....	162,815 00		1	Raisins, almonds, &c.....		
			2	In port.....	2	Staves.....			2	In port.....		
			1	Philadelphia.....	1	Ballast.....			1	Raisins and lemons.....		
	1	Madeira.....	1	do.....	1	do.....			1	Raisins, &c.....		
	3	Cadiz.....	2	New York.....	1	Staves.....			1	do.....		
			1	In port.....	1	Ballast.....			1	In port.....		
	1	Boston.....	1	do.....	1	855,414 staves.....			1	do.....		
	3	Teneriffe.....	2	Boston.....	2	Ballast.....			2	Raisins, lemons, and almonds.....	365,617 00	
			1	In port.....	1	do.....			1	In port.....		
	3	Alicante.....	2	New York.....	2	200 bbla. petroleum.....			2	Raisins and lemons.....		
			1	In port.....	1	Staves.....			1	In port.....		
	1	Tarragona.....	1	New York.....	1	do.....			1	Raisins and lemons.....		
	1	Marseilles.....	1	In port.....	1	Ballast.....			1	In port.....		
	1	Jabra.....	1	Philadelphia.....	1	do.....			1	Raisins and lemons.....		
	1	Baltimore.....	1	In port.....	1	Staves and flour.....			1	In port.....		
	1	New Orleans.....	1	do.....	1	Staves.....			1	do.....		
	1	Lisbon.....	1	do.....	1	Ballast.....			1	do.....		
		28		28		28		162,815 00		28		365,617 00

Entered: 11 brigs, 8 barks, 1 schooner—20, and 1 in port. Cleared: 8 barks, 2 class not given, 9 brigs, 1 schooner—20, and 2 in port. Aggregate tonnage entered, 6,500.  
† Entered: 1 bark, 2 brigs, 1 ship—4, and 3 in port. Cleared: 2 barks, 3 brigs—5, and 2 in port. Aggregate tonnage entered, 1,989.  
‡ Entered: 1 bark, 1 brig, 3 schooners—5, and 2 in port. Cleared: 3 schooners, 1 bark 1 brig, 2 class not given—7. Aggregate tonnage entered, 1,239.  
§ Entered: 14 barks, 6 brigs, 8 schooners—28. Cleared: 6 barks, 4 brigs, 8 schooners—18, and 10 in port. Aggregate tonnage entered, 9,341.



Quarter ended December 31, 1867.†

In port	New York	Before reported			
6	2	2	69 hhd. 851 bxa. sugar, 464 hhd. 27 tea. molasses, 6 bbla. honey.	2	31, 736 92
	1	1	236 hhd. sugar	1	16, 526 36
3 New York	3	3	1, 274 hhd. 133 tea. 8 bbla. molasses.	3	36, 086 38
	1	1	180 tons guano, 16 bbla. honey.	1	2, 597. 37
14 Portland	2	2	In port	2	
	1	1	30 hhd. molasses, 280 tons guano.	1	3, 624 93
	1 Savannah				
	1 Jacksonville				
	1 Appalachieola	7	Box shooks, cooperage, and gen'l cargo.	49, 050 00	
	1 Portland				
	3 Havana				
	1 Charleston	1	Cooperage and lumber.	4, 200 00	8, 450 91
3 Baltimore	5	5	do	34, 460 00	16, 608 47
	1 Cardenas	1	Cooperage	6, 600 00	
	2 Baltimore	2	Cooperage and general cargo	19, 960 00	22, 016 29
1 Cardenas	1	1	Lumber	6, 500 00	
1 Bristol, R. I	1	1	Potatoes	2, 400 00	
1 Belfast, Me	1	1	White-pine lumber	3, 750 00	
2 Boston	1	1	General cargo	18, 500 00	
	1	1	do	11, 000 00	
	2	2	do	21, 100 00	
2 Philadelphia	1	1	Pitch-pine lumber	2, 800 00	226 50
2 Pensacola	1	1	do	3, 500 00	
	1	1	White-pine lumber	7, 500 00	
1 Machias	1	1	do		
1 Fernandina	1	1	Salt fish and roe	2, 000 00	
1 Key West	1	1	Box shooks	5, 700 00	
1 St. John's, N. B.	1	1	Hardware and general cargo.	30, 000 00	
1 Liverpool	1	1			
40	40	40		293, 870 00	137, 934 03
7 In port	5	5	Before reported		134, 393 07
	2	2	do		28, 902 91

Quarter ended March 31, 1868. ‡

\* Entered: 5 brigs, 3 schooners—8. Cleared: 5 brigs, 1 schooner—6, and 2 in port. Aggregate tonnage entered, 2,094.

† Entered and cleared: 11 schooners, 11 brigs—22. Aggregate tonnage entered, 5,372.

‡ Entered and cleared: 4 brigs, 1 schooner—5. Aggregate tonnage entered, 1,080.

§ Entered: 5 brigs, 22 brigs, 7 schooners—34, and 6 in port. Cleared: 6 brigs, 18 brigs, 4 schooners—28, and 12 in port. Aggregate tonnage entered, 9,155 22.

¶ Entered: 2 ships, 30 brigs, 45 schooners, 1 sloop—126, and 12 in port. Cleared: 1 ship, 25 brigs, 39 schooners, 1 sloop—118, and 20 in port. Aggregate tonnage entered, 36,896 40.

## Navigation and Commerce of the United States with Foreign Countries--Continued.

COUNTRY, CONSULATE NAME OF CONSUL AND DATE OF RETURNS	VESSELS ENTERED		VESSELS CLEARED		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels	Where from	No. of vessels	Where for.	Description.	Value.	Description.	Value.
<b>SPANISH DOMINIONS</b>								
HAYANA.								
<i>H. K. de La Reintrie</i>								
Quarter ended September 30, 1888--Continued.								
2 New Orleans.....	116	1 Shieldsbury.....	1	Lumber.....	1	Ballast.....	1	Ballast.....
6 Philadelphia.....	1	1 In port.....	1	Flour.....	1	In port.....	1	In port.....
		2 Philadelphia.....	2	General cargo.....	2	1,469 bxs. sugar, 79 M cigars.....	2	\$53,069 19
		3 New Orleans.....	3	.....do.....	3	108 bxs. sugar, 150 M cigars, 32 bales tobacco.....	3	12,771 13
5 Baltimore.....	1	1 Sagua la Grande.....	1	.....do.....	1	Ballast.....	1	Ballast.....
		2 Baltimore.....	2	.....do.....	2	2,000 bxs. sugar 5 M cigars, &c.....	2	48,852 61
		1 Marietta.....	1	Shooks and empty casks.....	1	For Europe.....	1	.....
1 Indiana.....	1	1 In port.....	2	General cargo.....	2	In port.....	2	.....
6 Matanzas.....	1	1 Indianapolis.....	1	Cattle.....	1	Ballast.....	1	.....
		5 Falmouth.....	5	Empty casks.....	5	For Europe.....	5	.....
1 St. John's.....	1	1 Philadelphia.....	1	Ballast.....	1	653 bxs. sugar.....	1	13,530 42
1 Demerara.....	1	1 Sagua la Grande.....	1	Lumber.....	1	82 libds. sugar.....	1	4,965 48
1 Vera Cruz.....	1	1 New York.....	1	Rice.....	1	400 libds. molasses.....	1	10,307 48
		.....do.....	1	In transit.....	1	Inward cargo.....	1	.....
	116		116			913,000 00		1,258,161 63
<b>MALAGA.</b>								
<i>A. M. Hancock</i>								
Quarter ended December 31, 1887.								
2 In port.....	1	1 New York.....	1	Before reported.....	1	Raisins, almonds, figs, wine, &c.....	1	58,086 96
6 New York.....	1	1 Boston.....	1	.....do.....	1	.....do.....	1	.....
2 Boston.....	6	6 New York.....	6	281,400 staves.....	6	.....do.....	6	198,339 97
	1	1 ..do.....	1	66,720 staves.....	1	.....do.....	1	44,451 19
2 Denia.....	1	1 Boston.....	1	36,000 staves.....	1	.....do.....	1	34,639 05
	1	1 Philadelphia.....	1	In transit.....	1	.....do.....	1	22,278 80
1 Marvilles.....	1	1 Boston.....	1	.....do.....	1	.....do.....	1	26,500 25
2 Baltimore.....	1	1 New York.....	1	Ballast.....	1	.....do.....	1	47,720 49
1 Adra.....	1	1 Boston.....	1	54,480 staves.....	1	.....do.....	1	.....
2 Cadix.....	1	1 Messina.....	1	51,910 staves.....	1	Ballast.....	1	34,008 67
	2	2 New York.....	2	In transit.....	2	Fruit, &c.....	2	51,647 49
1 Tarragona.....	1	1 ..do.....	1	65,240 staves.....	1	.....do.....	1	41,940 83
2 Oporto.....	1	1 ..do.....	1	Ballast.....	1	.....do.....	1	21,056 94
	2	2 In port.....	2	In transit.....	2	In port.....	2	16,370 00



			do.....			319 ans. 1,555 bxa. sugar, 30 hhds. molasses.	61, 173 65
		1	Baltimore.....	1	do.....	292 hhds. 48 tea. 1 bbl. molasses.	7, 821 38
		1	Sagua la Grande .....	1	do.....	Ballast.....	
4	Pensacola.....	4	In port.....	4	do.....	In port.....	
		1	Baltimore.....	1	Pitch-pine lumber.....	324 hhds. 43 tea. molasses.....	8, 753 14
		2	Philadelphia.....	2	do.....	750 hhds. 103 tea. molasses.....	20, 326 12
		1	Boston.....	1	Ballast.....	527 hhds. 130 bxa. sugar.....	33, 205 25
6	Baltimore.....	1	New York.....	1	Cooperage and coal.....	333 hhds. 30 tea. molasses, 17 tea. honey.	11, 125 66
		4	Baltimore.....	4	Cooperage and general cargo.....	1, 126 hhds. 262 bxa. sugar, 453 hhds. 70 tea. 12 bbla. molasses.	86, 491 31
7	Philadelphia.....	1	Boston.....	1	Ballast.....	429 hhds. 56 tea. 3 bbla. molasses.	11, 576 85
		3	Philadelphia.....	3	General cargo.....	213 hhds. 717 bxa. sugar, 946 hhds. 101 tea. molasses.	52, 308 43
4	Key West.....	4	In port.....	4	Cooperage and general cargo.....	160 hhds. sugar, (in port).....	9, 697 87
		1	Savannah.....	1	Ballast.....	Fruit.....	412 97
		1	Matamoros.....	1	Spirits turpentine.....	Ballast.....	
		1	Key West.....	1	Salt fish.....	17 bbla. molasses.....	164 16
		1	Philadelphia.....	1	Ballast.....	429 hhds. 60 tea. molasses.....	14, 064 38
1	Stockton.....	1	Belfast.....	1	Box shooks.....	50 hhds. 55 bxa. sugar, 330 hhds. 14 tea. molasses.	13, 686 31
1	Fernandina.....	1	New York.....	1	Pitch-pine lumber.....	246 hhds. 50 bxa. sugar, 36 hhds. molasses.	16, 068 89
2	Ellsworth.....	1	Philadelphia.....	1	Box shooks and lumber.....	321 hhds. 40 tea. molasses.....	8, 923 75
		1	New York.....	1	do.....	500 hhds. 116 bxa. sugar.....	33, 625 04
1	Savannah.....	1	Philadelphia.....	1	Pitch-pine lumber.....	253 hhds. 26 tea. molasses.....	8, 006 36
1	Wilmington.....	1	Baltimore.....	1	do.....	311 hhds. 56 tea. molasses.....	8, 312 21
1	St. Mary's, Ga.....	1	Baltimore.....	1	do.....	265 hhds. 25 tea. molasses.....	7, 470 44
1	Cardenas.....	1	Portland.....	1	Ballast.....	520 hhds. 67 tea. molasses.....	15, 178 82
1	Sagua la Grande .....	1	Philadelphia.....	1	do.....	450 hhds. 150 bxa. sugar.....	29, 221 06
1	St. John's, N. B.....	1	Philadelphia.....	1	Box shooks.....	426 hhds. 50 tea. molasses.....	13, 653 44
1	Darien, Ga.....	1	Baltimore.....	2	Pitch-pine lumber.....	317 hhds. 40 tea. molasses.....	8, 157 74
1	St. Thomas.....	1	Bangor.....	1	Ballast.....	379 hhds. 81 tea. molasses.....	10, 529 69
2	Machias.....	1	New York.....	1	White-pine lumber.....	282 hhds. 40 tea. molasses.....	7, 829 01
		1	Remedios.....	1	Cargo in transit.....	.....	
2	Nassau.....	2	Baltimore.....	2	Ballast.....	522 hhds. 122 tea. molasses.....	14, 951 51
1	Georgetown.....	1	Philadelphia.....	1	Pitch-pine lumber.....	349 hhds. 40 tea. molasses.....	9, 833 79
1	Glasgow.....	1	Havana.....	1	Cargo in transit.....	.....	
1	Tampico.....	1	New York.....	1	do.....	.....	
1	Norfolk.....	1	do.....	1	Ballast.....	556 hhds. 53 tea. molasses.....	15, 856 70
1	Havre.....	1	In port.....	1	do.....	In port.....	
1	Appalachicola.....	1	do.....	1	do.....	do.....	
1	Androsan.....	1	do.....	1	Coal.....	do.....	
3	Charleston.....	2	Philadelphia.....	2	Pitch-pine lumber.....	549 hhds. 109 tea. 169 bbla. molasses.....	18, 661 33
		1	Havana.....	1	Cargo in transit.....	.....	
2	Galveston.....	1	New Orleans.....	1	Ballast.....	229 hhds. 30 tea. molasses.....	6, 420 04
		1	Charleston.....	1	do.....	150 hhds. 40 tea. 70 bbla. molasses.....	4, 219 79





## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
<b>SPANISH DOMINIONS.</b>								
MATANZAS.								
H. C. Hall.								
Quarter ended March 31, 1868—Continued.								
	5	In port .....	2	Boston .....	2 Before reported .....	.....	9 782 bbls 93 tes molasses .....	825, 009 91
			2	New Orleans .....	2 do .....	.....	2 798 bbls 100 tes. molasses .....	24, 530 98
			1	Charleston .....	1 do .....	.....	1 305 bbls 31 tes 50 bbls molasses .....	12, 520 73
	14	New York .....	4	New York .....	4 General cargo .....	\$60, 500 00	4 2, 440 bbls 1, 205 hrs. sugar, 849 bbls 50 tes molasses, 118 tes 110 bbls honey.	121, 251 73
			2	Philadelphia .....	2 Empty casks and cooperage .....	4, 300 00	2 458 bbls 87 hrs. sugar, 422 bbls 44 tes molasses.	42, 372 32
			1	Portland .....	1 Ballast .....	.....	1 455 bbls 44 tes molasses .....	10, 999 74
			2	Baltimore .....	2 Empty casks .....	3, 600 00	2 386 bbls 87 hrs. sugar, 480 bbls 54 tes molasses.	53, 768 08
			5	In port .....	5 do .....	8, 350 00	5 183 bbls 223 hrs. sugar, (in port) 10 140 bbls sugar 4 776 bbls 538 tes molasses.	14, 701 76
	29	Portland .....	10	Port and .....	10 Shooks and cooperage .....	70, 000 00	10 140 bbls sugar 4 776 bbls 538 tes molasses.	132, 803 73
			1	Baltimore .....	1 General cargo .....	7, 300 00	1 455 bbls 50 tes 4 bbls molasses .....	15, 866 67
			9	Philadelphia .....	9 Shooks and cooperage .....	64, 480 00	9 933 bbls 5, 456 hrs. sugar, 2, 162 bbls 246 tes molasses.	920, 136 18
			3	New York .....	3 do .....	19, 300 00	3 103 bbls sugar, 1 301 bbls 134 tes molasses, 3 tes 12 bbls honey.	42, 850 18
			4	Boston .....	4 do .....	21, 100 00	4 535 bbls 500 hrs. sugar, 936 bbls 158 tes molasses.	66, 703 84
			2	In port .....	2 do .....	14, 700 00	2 In port .....	.....
	9	Boston .....	1	Portland .....	1 General cargo .....	9, 600 00	1 14 bbls 100 hrs. sugar, 252 bbls, 54 tes molasses.	17, 672 59
			2	New York .....	2 do .....	13, 730 00	2 697 bbls 104 hrs. sugar, 559 bbls, 70 tes molasses.	70, 863 09
			3	Boston .....	3 do .....	29, 000 00	3 914 bbls 1, 474 hrs. sugar, 425 bbls 53 tes molasses.	96, 303 78
			1	Philadelphia .....	1 do .....	3, 000 00	1 540 bbls 134 hrs. sugar, 6 tes, 4 bbls molasses.	38, 564 13
			2	In port .....	2 do .....	11, 300 00	2 In port .....	.....
	21	Havana .....	6	Philadelphia .....	6 Ballast .....	.....	6 1, 865 hrs. sugar, 2, 155 bbls 318 tes molasses.	96, 366 10
			6	Portland .....	6 do .....	.....	6 186 bbls 34 hrs. sugar, 2, 091 bbls 376 tes 8 bbls molasses.	85, 428 08



## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS. MAYAGUEZ. J C Coxe. Quarter ended December 31, 1867.	16	1 Baltimore .....	16	1 Baltimore .....	1 Provisions, cooperage, lumber .....	\$16,299 00	1 181,000 oranges .....	\$680 09
	2	2 Newburyport .....	2	2 Newburyport .....	2 Provisions, lumber .....	18,752 00	2 22,000 oranges, ballast .....	60 37
	2	2 St. Thomas .....	2	2 New York .....	2 Ballast .....	.....	2 606 100 oranges .....	2,426 73
	1	1 Wilmington .....	1	1 Wilmington .....	1 Pitch pine lumber, 161,000 ft. ....	3,220 00	1 Ballast .....	.....
	2	2 New Haven .....	2	2 New Haven .....	2 Provisions, cooperage .....	9,156 00	2 do .....	.....
	2	2 Point-a-Pitre .....	2	2 New York .....	2 Provisions, cooperage, live stock .....	11,100 00	2 In port .....	.....
	1	1 Ponce .....	1	1 New Haven .....	1 Ballast .....	.....	1 784 550 oranges .....	3,592 86
	1	1 Machias .....	1	1 New York .....	1 do .....	.....	1 181,000 oranges .....	575 08
	2	2 New York .....	2	2 do .....	2 White pine lumber .....	1,812 00	2 410 000 oranges .....	1,616 56
	1	1 Philadelphia .....	1	1 In port .....	1 Provisions, cooperage, sundries .....	14,727 00	1 432 000 oranges .....	1,855 76
Quarter ended March 31, 1868.	16	1 Philadelphia .....	16	1 Philadelphia .....	1 Provisions, drugs, sundries .....	10,500 00	1 In port .....	2,926 67
	1	1 St. Kitt's .....	1	1 Philadelphia .....	1 Provisions, cooperage, lumber .....	17,143 00	1 442 700 oranges .....	1,133 34
	2	2 In port .....	2	2 New York .....	2 Ballast .....	.....	2 275,000 oranges .....	14,037 45
	2	2 In port .....	2	2 New York .....	2 Before reported .....	.....	2 407,000 oranges .....	2,119 85
	1	1 Buchavilla .....	1	1 New Haven .....	1 do .....	.....	1 6,000 oranges, 181 lbs. sugar, 142 puns molasses .....	15,088 48
	3	3 Trinidad .....	3	3 Boston .....	3 118,000 ft. p. pine lumber, 5,000 shingles, Ballast .....	4,943 00	3 118 lbs. sugar 142 puns, molasses, 311 lbs. sugar, 323 puns, molasses, In port .....	10,754 75
	1	1 New Haven .....	1	1 In port .....	1 do .....	.....	1 224 puns, molasses .....	29,737 92
	1	1 Machias .....	1	1 New Haven .....	1 Provisions, cooperage, specks .....	4,318 00	1 224 puns, molasses .....	7,648 07
	1	1 New York .....	1	1 New York .....	1 163,000 ft. white-pine lumber .....	2,885 00	1 325 lbs. sugar .....	92,402 52
	1	1 New York .....	1	1 do .....	1 Agricultural implements, &c. ....	1,250 00	1 265,000 oranges .....	1,261 98
Quarter ended March 31, 1868.	2	2 Baltimore .....	2	2 Aguadilla .....	2 144,000 ft. white-pine lumber .....	2,017 00	2 Part inward cargo .....	.....
	1	1 Newburyport .....	1	1 Newburyport .....	1 Provisions, lumber .....	9,410 00	1 98 lbs. sugar 140 puns, molasses .....	10,745 45
	1	1 New Haven .....	1	1 New Haven .....	1 73 puns, molasses in transit .....	.....	1 50 lbs. sugar 140 puns, molasses .....	8,199 07
	1	1 Bridgeport .....	1	1 Bridgeport .....	1 Ballast .....	.....	1 100 lbs. sugar, 215 puns, molasses .....	16,401 40
	1	1 New York .....	1	1 New York .....	1 100 lbs. potatoes, ballast .....	400 00	1 60 lbs. sugar, 50 puns, molasses, 400 lbs. sugar .....	6,560 36
	1	1 New Haven .....	1	1 New Haven .....	1 Cooperage, sundries .....	4,050 00	1 225 lbs. sugar 21 puns, molasses .....	17,756 20
	1	1 Baltimore .....	1	1 Baltimore .....	1 Cooperage, lumber .....	6,014 00	1 225 lbs. sugar, 50 puns, molasses .....	15,496 41
	1	1 Baltimore .....	1	1 Baltimore .....	1 Cooperage, lumber .....	.....	1 225 lbs. sugar, 50 puns, molasses .....	.....
	1	1 Baltimore .....	1	1 Baltimore .....	1 Cooperage, lumber .....	.....	1 225 lbs. sugar, 50 puns, molasses .....	.....
	1	1 Baltimore .....	1	1 Baltimore .....	1 Cooperage, lumber .....	.....	1 225 lbs. sugar, 50 puns, molasses .....	.....



Quarter ended June 30, 1868.

23		23		23	74, 155 00	23		238, 657 02	
3	In port	1	New Orleans	1		1	Before reported	Sugar, molasses	16, 515 90
		1	Baltimore	1		1	do	do	24, 802 32
9	Baltimore	1	New York	1		1	do	Sugar, molasses, coffee	20, 836 70
1	Bridgeport	9	Baltimore	9	136, 323 00	9	Flour, provisions, &c	Sugar, molasses	227, 111 70
2	St. John's	1	Bridgeport	1	7, 225 00	1	Provisions, cooperage	do	14, 856 81
		1	Del. breakwater	1		1	60 punc. molasses in transit	Sugar, coffee	22, 995 19
1	St. Vincent	1	New York	1		1	Ballast	Sugar	21, 317 14
4	Newburyport	1	do	1		1	do	Sugar, molasses	20, 645 92
3	New Haven	4	Newburyport	4	44, 136 00	4	Provisions, lumber, fish	do	42, 426 77
1	Cherryfield	3	New Haven	3	21, 270 00	3	Provisions, cooperage	do	27, 210 11
3	New York	1	Baltimore	1	2, 763 00	1	143,000 ft. white-pine lumber	do	17, 492 16
		2	New York	2	39, 957 00	1	Flour, provisions	Sugar	5, 823 04
2	Arroyo, P. R.	1	New Haven	1		2	do	Sugar, molasses	40, 698 44
2	Barbadoes	1	Norwich	1		1	Ballast	do	2, 611 91
		1	Boston	1		1	do	do	14, 063 05
2	Ponce	1	New Haven	1		1	do	do	27, 067 11
		1	New York	1		1	do	do	17, 627 75
1	St. Thomas	1	Boston	1		1	do	Molasses	14, 303 09
1	Aguadilla	1	Baltimore	1		1	Sugar in transit	Sugar, molasses	18, 055 34
1	Wilmington	1	New York	1		1	Ballast	Sugar	13, 535 03
		1	Baltimore	1		1	do	Sugar, molasses	20, 879 98
		1	In port	1	3, 417 00	1	164,000 ft. pitch-pine lumber	In port	
36		36		36	255, 091 00	36		7,611 hhds. sugar, 3,988 punc. molasses, 2 quintals coffee.	641, 355 46
1	In port	1	Boston	1		1	Before reported	Sugar, molasses	17, 358 34
5	Newburyport	1	New York	1	8, 913 00	1	Provisions, lumber	Cotton, molasses	14, 081 28
		2	Newburyport	2	21, 030 00	2	do	Cotton, sugar, molasses	16, 817 80
		1	Turk's Island	1	9, 481 00	1	do	Ballast	
		1	In port	1	13, 157 00	1	Provisions, lumber, &c	In port	
1	Baltimore	1	Baltimore	1	26, 173 00	1	Provisions, cooperage, specie	Sugar	27, 765 01
1	Wilmington	1	Ar-cibo	1	3, 200 00	1	170,000 ft. pitch-pine lumber	Ballast	
1	Guanica	1	New Haven	1		1		Sugar, molasses	8, 303 22
1	Ponce	1	Boston	1		1		Molasses	1, 931 77
10		10		10	81, 954 00	10			86, 257 42

Quarter ended September 30, 1868.

\* Entered: 5 brigs, 11 schooners—16. Cleared: 4 brigs, 10 schooners—14, and 2 in port. Aggregate tonnage entered, 2,436.05.  
† Entered: 3 barks, 10 brigs, 6 schooners—21, and 2 in port. Cleared: 1 bark, 11 brigs, 8 schooners—20, and 3 in port. Aggregate tonnage entered, 3,440.53.  
‡ Entered: 3 barks, 15 brigs, 15 schooners—33, and 3 in port. Cleared: 5 barks, 14 brigs, 16 schooners—35, and 1 in port. Aggregate tonnage entered, 6,232.54.  
§ Entered: 4 brigs, 5 schooners—9, and 1 in port. Cleared: 4 brigs, 5 schooners—9, and 1 in port. Aggregate tonnage entered, 1,557.26.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS.  MATANZAS.  <i>H. C. Hall.</i>  Quarter ending June 30, 1868—Continued.								
	1	Troon .....	1	Baltimore .....	1 Coals .....	\$2,600 00	1 2,300 bxs sugar .....	\$43,446 95
	3	Havre .....	1	Sagua la Grande .....	1 Ballast .....		1 Ballast .....	
			1	Portland .....	1 do .....		1 790 hhds. 100 tea. molasses .....	19,586 50
			1	New York .....	1 do .....		1 750 hhds. 133 bxs. sugar .....	51,356 90
	1	Aspinwall .....	1	Cardenas .....	1 do .....		1 Ballast .....	
	1	Belfast, Me .....	1	Belfast, Me .....	1 Box shooks and hoops .....	6,300 00	1 195 bxs. sugar, 364 hhds. 14 tea. 3 bbls. molasses .....	15,182 00
	1	Antwerp .....	1	New York .....	1 Coals .....	1,800 00	1 475 hhds. 137 bxs. sugar .....	33,451 90
	1	Rockland, Me. ....	1	Portland .....	1 Ballast .....		1 569 hhds. 44 tea. molasses .....	13,493 38
	2	St. John's, N. B. ....	1	Baltimore .....	1 White-pine boards .....	3,400 00	1 90 hhds. sugar, 212 hhds. 35 tea. molasses .....	12,752 13
			1	New York .....	1 do .....	3,000 00	1 338 hhds. 34 tea. molasses .....	11,241 72
	1	Wiscasset, Me. ....	1	Portland .....	1 Box shooks .....	3,600 00	1 238 hhds. 33 tea. molasses .....	7,380 32
	1	Brunswick, Ga. ....	1	Sierra Morena .....	1 Pitch-pine lumber .....	4,500 00	1 Ballast .....	
	1	Darien, Ga. ....	1	Savannah .....	1 do .....	500 00	1 40 hhds. 50 bbls. molasses, 425 doz. pinea. ....	1,797 00
	1	St. Thomas .....	1	Boston .....	1 Ballast .....		1 637 hhds. 347 bxs. sugar .....	47,610 40
	1	Georgetown, S. C. ....	1	Charleston, S. C. ....	1 Naval stores .....	1,500 00	1 59 hhds. 50 bxs. sugar, 50 hhds. 125 bbls. molasses, 3,000 cigars .....	7,995 75
	1	Fernandina .....	1	Sagua la Grande .....	1 Pitch-pine lumber .....	3,100 00	1 Ballast .....	
	1	Bangor, Me. ....	1	Philadelphia .....	1 White-pine boards .....	2,700 00	1 156 hhds. 85 bxs. sugar, 60 hhds. molasses .....	13,529 56
	2	Machias .....	2	In port .....	1 White-pine lumber .....	6,100 00	2 In port .....	
	1	Mobile .....	1	Cardenas .....	1 Ballast .....		1 Ballast .....	
	1	Marvelles .....	1	do .....	1 In transit .....		1 Inward cargo .....	
	1	Appalachicola .....	1	In port .....	1 Pitch-pine lumber .....	500 00	1 In port .....	
	5	New Orleans .....	1	Boston .....	1 General cargo .....	3,600 00	1 326 hhds. 410 bxs. sugar .....	29,661 06
			1	Philadelphia .....	1 Empty casks .....	1,300 00	1 335 hhds. 74 tea. molasses .....	10,283 91
			1	New York .....	1 do .....	900 00	1 312 hhds. 100 bxs. sugar .....	21,871 06
			1	Greenock, Scot'd. ....	1 Ballast .....		1 Cargo for Europe .....	
			1	Sagua la Grande .....	1 General cargo .....	6,500 00	1 Ballast .....	
	1	Galveston .....	1	New York .....	1 Ballast .....		1 458 hhds. 50 tea. molasses .....	19,365 21
						607,000 00		2,643,951 40

		GENERAL CARGO, MACHINERY											
2 1	Jacksonville Philadelphia	9 2 1	In port do Philadelphia	9 2 1	Lumber Cooperage	194,000 00 7,000 00 7,000 00	1 4	No invoice certified In port	1 4	1 hhd. 53 tea, 18 bbla. honey, 286 tons fustic, 8 bales cattle hair, 108 logs cedar, 81 bales tobacco leaf, 12 bales guava leaf.	93,585 28		
4 17	In port New York	1 3 16 1	Philadelphia New York do In port	4 12 5	Before reported General cargo Ballast	16,000 00 16,000 00 3,000 00 2,000 00	21	4,113 hhds. 40 bxs. 25 bbla. sugar, 4,150 hhds. 53 tea. molasses, 340 tons fustic, 3 bales hair, 220 bales tobacco leaf, 200 logs cedar, 116 logs mahogany, 6 bales guava leaf.	371,585 57				
1 1 1 1 1 1 1	Philadelphia Machias Darien Providence Galveston Gibara, (Cuba)	1 1 1 1 1 1 1	Philadelphia In port do do do do do	1 1 1 1 1 1 1	General cargo Lumber do Ballast do do do	16,000 00 3,000 00 2,000 00	6	In port	371,585 57				
6 27	In port New York	6 22	New York do	6 12 1 14 2 1 1 1 1 2	Before reported General cargo General cargo, sugar mill Ballast Lumber Ballast do do Cooperage Ballast	88,000 00 11,000 00 4,900 00	32	10,525 hhds. 202 tea, 160 bxs. 122 bbla. sugar, 13 hhds. melada, 4,951 hhds. 12 tea. molasses, 334 tea. honey, 6454 tons fustic, 193,615 feet cedar, 30,426 ft. logwood.	803,144 13				
3 1 1 3	Machias Boston Providence, R. I. Philadelphia	2 1 1 2	do In port New York do Philadelphia	2 1 1 2	Lumber Ballast do do Cooperage	4,900 00	2	436 hhds. sugar, 441 hhds. molasses, 36 tons fustic.	40,402 17				
41		41	In port	41	Ballast	114,900 00	41	In port	843,546 30				

\* Entered: 3 brigs, 4 schooners—7. Cleared: 1 brig, 2 schooners—3, and 4 in port. Aggregate tonnage entered, 1,391.  
† Entered: 2 barks, 7 schooners, 2 brigs—11, and 4 in port. Cleared: 3 brigs, 8 schooners, 1 bark—12, and 3 in port. Aggregate tonnage entered, 2,258.  
‡ Entered and cleared: 2 brigs, 1 bark, 3 schooners—6. Aggregate tonnage entered, 1,146.  
§ Entered: 4 brigs, 4 schooners—9, and 1 in port. Cleared: 4 brigs, 1 schooner—5, and 4 in port. Aggregate tonnage entered, 1,833.50.  
|| Entered: 1 bark, 11 brigs, 11 schooners—23, and 4 in port. Cleared: 1 bark, 9 brigs, 11 schooners—21, and 6 in port. Aggregate tonnage entered, 5,917.70.  
¶ Entered: 5 barks, 20 brigs, 10 schooners—35, and 6 in port. Cleared: 5 barks, 22 brigs, 8 schooners—35. Aggregate tonnage entered, 11,132.47.

R. Gibbs.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
SPANISH DOMINIONS. MAYAGUEZ. J. C. Coze. Quarter ended December 31, 1867.*	1	Baltimore.....	1	Baltimore.....	1	Provisions, cooperage, lumber.....	1	126,000 oranges.....
	2	Newburyport.....	2	Newburyport.....	2	Provisions, lumber.....	2	22,000 oranges, ballast.....
	2	St. Thomas.....	2	New York.....	2	Ballast.....	2	606, 100 oranges.....
	1	Wilmington, N.C. via St. Thomas and Ponce.....	1	Wilmington.....	1	Pitch-pine lumber, 161,000 ft.....	1	Ballast.....
	2	New Haven.....	1	Turk's Island.....	1	Provisions, cooperage.....	1	do.....
	2	Point-a-Pitre.....	1	In port.....	1	Provisions, cooperage, live stock.....	1	In port.....
	1	Ponce.....	2	New York.....	2	Ballast.....	2	784,550 oranges.....
	1	Machias.....	1	New Haven.....	1	do.....	1	1,06,000 oranges.....
	2	New York.....	1	New York.....	1	White-pine lumber.....	1	440,000 oranges.....
	1	Philadelphia.....	1	do.....	1	Provisions, cooperage, sundries.....	1	152,000 oranges.....
Quarter ended March 31, 1868.†	1	Philadelphia.....	1	In port.....	1	Provisions, drugs, sundries.....	1	In port.....
	1	St. Kitt's.....	1	Philadelphia.....	1	Provisions, cooperage, lumber.....	1	442,700 oranges.....
	16	.....	16	New York.....	1	Ballast.....	1	275,800 oranges.....
	2	In port.....	1	New York.....	1	Before reported.....	1	407,000 oranges.....
	1	Bucksville.....	1	New Haven.....	1	do.....	1	6,000 oranges, 181 hhds. sugar, 142 punc. molasses.....
	3	Trinidad.....	2	Boston.....	1	118,000 ft. p. pine lumber, 5,000 shingles. Ballast.....	1	118 hhds. sugar, 148 punc. molasses. 319 hhds. sugar, 323 punc. molasses.
	1	New Haven.....	1	In port.....	2	do.....	1	In port.....
	1	Machias.....	1	New Haven.....	1	Provisions, cooperage, specie.....	1	24 punc. molasses.....
	1	New York via St. John's, P. R. Cherryfield.....	1	New York.....	1	143,000 ft. white-pine lumber.....	1	3-5 hhds. sugar.....
	2	New York.....	1	do.....	1	Agricultural implements, &c.....	1	202,000 oranges.....
Quarter ended March 31, 1868.†	1	Cherryfield.....	1	Aguadilla.....	1	144,000 ft. white-pine lumber.....	1	Part inward cargo.....
	1	Newburyport.....	1	Newburyport.....	1	Provisions, lumber.....	1	98 hhds. sugar, 140 punc. molasses.....
	1	Ponce.....	1	New Haven.....	1	73 punc. molasses in transit.....	1	50 hhds. sugar, 149 punc. molasses.....
	1	New Bedford.....	1	Bridgeport.....	1	Ballast.....	1	132 hhds. sugar, 215 punc. molasses.....
	2	New York.....	1	New York.....	1	100 hhds. potatoes, ballast.....	1	00 hhds. sugar, 59 punc. molasses, 20,000 oranges.....
	3	Baltimore.....	1	New Haven.....	1	Cooperage, sundries.....	1	253 hhds. sugar, 91 punc. molasses.....
	1	.....	2	Baltimore.....	1	Cooperage, lumber.....	1	232 hhds. sugar, 20 punc. molasses.....
	1	.....	1	New York.....	1	.....	1	.....
	1	.....	1	New York.....	1	.....	1	.....
	1	.....	1	New York.....	1	.....	1	.....

Quarter ended June 30,  
1868. §

5	Guadaloupe.....	3 New York..... 1 Boston..... 1 In port.....	5	Ballast.....		4	Sugar and molasses..... 1 Ballast.....	56,516 64
2	Martinique.....	1 Boston..... 1 Portland.....	2	do.....		2	Sugar and molasses, cigars, &c.....	20,079 21
2	Barbadoes.....	1 Santa Ysabel..... 1 New York.....	2	do.....		1	Ballast.....	16,987 02
1	Demerara.....	1 New York.....	1	do.....		1	Molasses.....	2,760 96
1	Trinidad.....	1 New York.....	1	do.....		1	do.....	14,409 44
1	Fall River.....	1 Fall River.....	1	Provisions, hoops.....	2,300 00	1	do.....	6,136 46
2	Santa Ysabel.....	2 New York.....	2	Export cargo.....		2	Molasses, sugar, oranges.....	21,496 46
1	Portland.....	1 Newburyport.....	1	Provisions, hoops, shooks.....	6,978 00	1	Ballast.....	
2	Arroyo.....	2 Baltimore.....	1	Export cargo.....		2	Sugar.....	29,925 65
1	Castine.....	1 New Haven.....	1	Ballast.....		1	Molasses.....	10,237 62
44		44	1	do.....				511,419 36
5	In port.....	1 Baltimore..... 2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Before reported.....		1	Sugar and molasses.....	25,574 36
4	Boston.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	2	do.....		2	do.....	35,702 28
3	Baltimore.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	2	do.....		2	do.....	18,839 74
10	New York.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	3	Provisions, cooperage.....	15,798 00	2	do.....	23,141 03
2	Philadelphia.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Ballast.....		1	Ballast.....	
2	Fall River.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	3	Provisions, shingles, &c.....	41,939 00	1	In port.....	
1	Martinique.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	10	Cooperage, stock, provisions, hoops, shooks, lumber, drugs, &c.....	104,389 00	3	Sugar and molasses.....	48,784 24
1	Porto Rico.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	2	Provisions and shooks.....	36,282 00	7	do.....	181,956 94
1	Machias.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	do.....		1	Ballast.....	
4	New Haven.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Nails, cement.....	3,689 00	2	In port.....	17,154 79
1	Wilmington.....	2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Ballast.....		1	Sugar and molasses.....	21,036 92
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	do.....		1	Molasses.....	5,470 10
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	White-pine lumber, shingles.....	4,394 00	1	In port.....	21,678 72
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	3	Provisions, hoops, &c.....	28,224 00	1	Sugar and molasses.....	17,718 43
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Ballast.....		1	Sugar.....	1,033 59
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Pitch-pine lumber, shingles, &c.....	4,109 00	1	Sugar and molasses.....	15,633 32
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Part export cargo.....		1	Sugar.....	2,413 55
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Molasses.....		1	Part export cargo.....	
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Sugar and molasses.....		1	Molasses.....	10,818 20
		2 New York..... 2 New Haven..... 2 Boston..... 1 Boston via Arroyo..... 1 In port..... 3 Baltimore..... 7 New York..... 1 Humacao..... 2 In port..... 1 Philadelphia..... 1 Del. breakwater..... 1 Fall River..... 1 In port..... 1 New York..... 1 New Haven..... 1 Boston..... 4 New Haven.....	1	Sugar and molasses.....		1	Sugar and molasses.....	25,413 62

\* Entered: 5 brigs, and 6 in port. Cleared: 7 brigs, and 4 in port. Aggregate tonnage entered, 1,483.68.  
† Entered: 3 brigs, 3 brigantines, 3 schooners—9, and 2 in port. Cleared: 3 brigs, 2 brigantines, 4 schooners—9, and 2 in port. Aggregate tonnage entered, 1,922.69.  
‡ Entered: 3 barks, 2 brigs, 9 brigantines, 28 schooners—42, and 2 in port. Cleared: 3 barks, 3 brigs, 9 brigantines, 24 schooners—39, and 5 in port. Aggregate tonnage entered, 7,500.42.  
§ Entered: 1 brig, 12 brigantines, 19 schooners—32, and 5 in port. Cleared: 1 brig, 13 brigantines, 19 schooners—33, and 4 in port. Aggregate tonnage entered, 6,365.10.





Quarter ended March 31,  
1868.†

In port	New York	Before reported		
1 In port	1 New York	1	108 hhds. 10 tes. sugar, 178 hhds. 374 bbls. molasses.	16,635 62
37 Havana	7 In port	7	In port	.....
	13 New York	13	Lumber	1,173 53
	8 Philadelphia	8		.....
	4 Baltimore	4		.....
	3 Boston	3		.....
	2 New Orleans	2		.....
3 Cardenas	1 Boston	1		.....
	1 Philadelphia	1		.....
	1 In port	1		.....
2 Matanzas	1 In port	1		.....
10 Philadelphia	1 New Orleans	1		.....
	3 Philadelphia	3	Cooperage	18,399 50
	1 New York	1	Cooperage and merchandise	6,300 00
	1 Matanzas	1		.....
	5 In port	5	Cooperage	18,641 60
1 St. Jago de Cuba.	1 In port	1		.....
5 New York	2 New York	2	Cooperage	11,219 60
	1 Philadelphia	1		.....
	2 In port	2	Cooperage and merchandise	9,038 40
	1 New York	1	Box shooks and hoops	2,730 00
9 Portland	1 Philadelphia	1	Cooperage	4,508 42
	4 Portland	4	Box shooks and cooperage	15,700 30
	1 Baltimore	1	Box shooks	1,400 00
	2 In port	2	Cooperage and lumber	8,903 79
1 Baltimore	1 Baltimore	1	Cooperage	5,047 70
	1 Philadelphia	1		.....
1 St. Thomas	2 Boston	2	Cooperage and merchandise	11,898 60
4 Boston	2 In port	2	Cooperage and lumber	9,981 30

SPANISH DOMINIONS.

\* Entered: 1 brig, 4 brigantines, 6 schooners—11, and 6 in port. Cleared: 1 brig, 5 brigantines, 10 schooners—16, and 1 in port. Aggregate tonnage entered, 2,290. 87.  
† Entered: 5 brigs, 2 schooners—7, and 1 in port. Cleared: 5 brigs, 2 schooners—7, and 1 in port. Aggregate tonnage entered, 2,100. 06.  
‡ Entered: 12 barks, 35 brigs, 33 schooners—80, and 1 in port. Cleared: 5 barks, 25 brigs, 28 schooners—58, and 23 in port. Aggregate tonnage entered, 23,298. 18.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	Where from.	No.	Where for.	No.	Description.	Value.	Description.	Value.
<b>SPANISH DOMINIONS</b>								
NUEVITAS								
<i>R. Gibbs</i>								
Quarter ended September 30, 1868.	6 In port	6	New York	6	Before reported		6 Molasses, sugar, honey, dyewoods	\$131,440 08
	1) Marcellus	1	Spain	1	1) Earthen tile	\$7,390 00	1 Part inward cargo	73,770 70
	3 New York	3	New York	3	3) General cargo	96,000 00	3 Molasses, sugar, honey, dyewoods	22,483 10
	1 Philadelphia	1	Philadelphia	1	1 Cooperage	7,000 00	1 do	
	11	11	11	11		\$7,390 00		220,002 82
<b>PONCK, P. R.</b>								
<i>P. J. Mianella.</i>								
Quarter ended December 31, 1867.	2 In port	2	New York	2	In port		2 Sugar and molasses	98,228 46
	4 New Haven	4	New Haven	4	Provisions, shooks, hoops, and furniture	46,934 00	4 Ballast	1,876 25
	1 Grenada	1	Turk's Island	1	Ballast		1 Oranges	191 84
	1 Bangor	1	New York	1	White-pine lumber	4,000 00	1 Ballast	1,756 06
	1 Antigua	1	Nassau	1	Ballast		1 Oranges	1,337 51
	1 Wilmington	1	New York	1	Pitch pine lumber	4,000 00	1 Inward cargo	
	1 Martinique	1	Mayaguez	1	Ballast		1 Oranges	
	11	11	New York	11		\$4,934 00		34,320 94
<b>Quarter ended March 31, 1868.</b>								
	2 In port	2	New Haven	2	Before reported		2 Sugar and molasses	31,178 47
	1 St. In Cruz	1	New York	1	Ballast		1 Sugar	30,794 84
	1 St. Mary's, Ga.	1	New York	1	Pitch-pine lumber	3,500 00	1 Sugar and molasses	30,023 90
	10 New York	10	Turk's Island	7	Provisions, hoops, &c.	53,612 03	1 Ballast	36,815 76
			New York	2	General cargo	20,000 00	3 Sugar and molasses	24,104 74
			Philadelphia	1	Flour, meal, hoops	19,630 00	1 Sugar	
			Santa Ysabel				1 Export cargo	
			Mayanilla				1 Ballast	
			In port				3 In port	
	4 New Haven	4	New Haven	4	Provisions, shooks, &c.	31,005 00	2 Sugar, molasses, oranges	42,001 73
	1 Philadelphia	1	In port	1	Provisions, shooks, &c.	19,390 00	1 In port	11,707 02
	1 Baltimore	1	Philadelphia	1	Provisions, shooks, &c.	18,000 00	1 Sugar	11,410 04
			Baltimore	1	do		1 Sugar	

8	New York.....	4	New York .....	4	do .....		4	1,875 hhds. 219 tcs 3 bbls. sugar, 72 hhds. molasses.	124, 263 52
		1	Portland.....	1	do .....		1	350 hhds. 38 tcs. sugar.....	24, 367 54
		1	Boston .....	1	do .....	26, 075 00	1	527 hhds. 51 tcs. 1 bbl. sugar.....	37, 169 12
		1	Philadelphia .....	1	do .....		1	408 hhds. 44 tcs. sugar, 22 hhds. molasses.	28, 406 27
10	Boston .....	1	In port .....	1	do .....		1	In port.....	
		4	Boston .....	4	do .....		4	419 hhds. 76 tcs. sugar, 2,065 hhds. 193 tcs. 2 bbls. molasses.	92, 897 50
		3	New York.....	3	do .....	23, 529 00	3	925 hhds. 89 tcs. sugar, 30 hhds. molasses, 559 galls. honey.	66, 087 12
		2	Philadelphia .....	2	do .....		2	842 hhds. 101 tcs. 31 bbls. molasses.	26, 634 81
		1	In port .....	1	do .....		1	In port.....	
		1	Philadelphia .....	1	do .....		1	363 hhds. 100 tcs. 10 bbls. molasses.	13, 010 56
		1	New York .....	1	do .....		1	416 hhds. 41 tcs. sugar.....	25, 387 95
		1	Boston .....	1	do .....	10, 268 00	1	121 hhds. 20 tcs. sugar, 187 hhds. 15 tcs. molasses.	13, 838 63
		1	In port .....	1	do .....		1	In port.....	
		2	Portland.....	2	Lumber and cooperage.....		2	935 hhds. 75 tcs. 34 bbls. molasses.	31, 977 52
		1	Philadelphia .....	1	do .....	16, 929 00	1	239 hhds. 27 tcs. sugar, 50 hhds. molasses.	19, 267 23
		1	In port .....	1	do .....		1	In port.....	
		2	Boston .....	2	Empty casks .....		2	2,514 bbls. molasses.....	18, 634 74
		2	Portland.....	2	do .....		2	452 hhds. 36 tcs. 413 bbls. molasses.	18, 061 75
		1	New York .....	1	do .....	8, 287 00	1	267 hhds. 25 tcs. sugar.....	17, 318 74
		1	Philadelphia .....	1	do .....		1	399 hhds. 40 tcs. molasses.....	13, 242 52
		1	New Orleans.....	1	do .....		1	350 hhds. 59 tcs. 1 bbl. sugar, 50 hhds. 200 bbls. molasses.	23, 661 37
		1	Portland.....	1	Lumber .....	2, 357 00	1	460 hhds. 33 tcs. 12 bbls. molasses.	12, 838 65
		2	Philadelphia .....	2	Sundries .....	95 00	2	1,139 hhds. 111 tcs. molasses.....	34, 603 41
		1	New York .....	1	Ballast .....		1	380 hhds. 39 tcs. sugar.....	24, 972 80
		1	Philadelphia .....	1	do .....		1	448 hhds. sugar.....	29, 383 90
		1	New York .....	1	do .....		1	606 hhds. 59 tcs. 1 bbl. sugar .....	37, 976 38
		1	In port.....	1	do .....		1	In port.....	
		1	Calbarien.....	1	do .....		1	Ballast .....	
		118		118		141, 388 00	118		2, 558, 507 86
Quarter ended September 30, 1868.†		3	In port .....	3	Before reported.....		3	2,038 hhds. 192 tcs. 1 bbl. sugar, 30 hhds. molasses	135, 073 43

\* Entered : 4 ships, 20 barks, 39 brigs, 32 schooners—95, and 23 in port. Cleared : 3 ships, 25 barks, 44 brigs, 36 schooners—108, and 10 in port. Aggregate tonnage entered, 33,365.21.  
† Entered : 5 barks, 14 brigs, 5 schooners—24, and 9 in port. Cleared : 5 barks, 11 brigs, 4 schooners, 9 class not given—29, and 4 in port. Aggregate tonnage entered, 7,324.11.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.			
SPANISH DOMINIONS.  PONCE, P. R. P. J. Minvielle. Quarter ended June 30, 1868—Continued.	2	St. Thomas.....	1	Boston .....	}	2	Ballast .....	{	1	Sugar and molasses .....	
	1	St. Kitt's.....	1	In port .....		1	do .....		1	In port .....	
	37		37	New York.....		1	Sugar and molasses .....				
											\$21,629 94
											14,873 13
											504,972 90
	Quarter ended September 30, 1868.*	4	In port .....	3	Boston .....	3	Before reported .....	}	3	Sugar and molasses .....	
		1	In Coamo.....	1	New York.....	1	do .....		1	do .....	
		1	In Guanica .....	1	New York.....	1	do .....		1	Sugar .....	
		1	St. Thomas.....	1	New Haven.....	1	do .....	1	Sugar and molasses .....		
2		New York.....	2	New York.....	2	Ballast.....	1	Sugar and molasses .....			
4		New Haven.....	2	New York.....	2	Provisions and general cargo.....	2	Sugar and molasses .....			
			3	New Haven.....	3	Provisions, cooperage, &c .....	3	do .....			
			1	New Haven via Guanica.....	1	Ballast .....	1	Sugar .....			
			1	Philadelphia .....	}	2	Provisions, cooperage .....	{	1	do .....	
			1	In port .....		1	do .....		1	In port .....	
		1	Boston.....	1		White-pine lumber, shingles .....	1		Sugar and molasses .....		
		1	Calais .....	1	New York .....	1	do .....	1	do .....		
		17		17						25,168 42	
										14,307 16	
										15,871 63	
										201,744 04	
SAGUA LA GRANDE. J. H. Horner. Quarter ended December 31, 1867.†	1	In port .....	1	Portland.....	1	Before reported .....	}	1	318 hhds. 35 tea. molasses .....		
	2	Portland.....	1	New York.....	1	Cooperage .....		1	368 hhds. 6 tea. sugar, 38 hhds. molasses.....		
			1	Philadelphia .....	1	Ballast .....		1	8 hhds. sugar, 285 hhds. 27 tea. molasses.....		
			1	New York.....	1	Lumber .....	1	411 hhds. 34 tea. molasses .....			
			1	Philadelphia .....	1	Machinery and cooperage.....	1	282 hhds. 37 tea. 2 hhds. sugar, 120 hhds. molasses.....			
			1	Wilmington.....	1	Coal.....	1	Ballast .....			
											9,054 83
											23,144 97
											9,407 00
											11,102 83
										24,100 00	

SPANISH DOMINIONS.

1 Havana .....	1 New York.....	1 Ballast .....	1 231 hhds. 2 tca. 1 bbl. sugar.....	15,537 64
1 New York.....	1 In port .....	1 Cooperage .....	1 In port .....	.....
8 .....	8 .....	8 .....	8 .....	94,002 45
1 In port .....	1 New York.....	1 Before reported .....	1 108 hhds. 10 tca. sugar, 178 hhds. 374 bbls. molasses.	16,635 62
37 Havana.....	7 In port .....	7 .....	7 In port .....	.....
13 New York.....	13 New York.....	13 Lumber .....	13 5,648 hhds. 563 tca. 3 bbls. sugar, 1,026 hhds. 81 tca. 30 bbls. molasses	380,812 86
8 Philadelphia .....	8 Philadelphia .....	8 .....	8 2,936 hhds. 258 tca. 1 bbl. sugar, 390 hhds. 100 bbls. molasses.	192,993 63
4 Baltimore.....	4 Baltimore.....	4 .....	4 158 hhds. 21 tca. sugar, 1,142 hhds. 126 tca. molasses.	49,724 22
3 Boston .....	3 Boston .....	3 .....	3 771 hhds. 66 tca. sugar, 92 hhds. 84 tca. molasses.	78,437 76
2 New Orleans.....	2 New Orleans.....	2 .....	2 300 hhds. 52 tca. 1 bbl. sugar, 372 hhds. 36 tca. molasses.	31,505 89
1 Boston .....	1 Boston .....	1 .....	1 293 hhds. 34 tca. 1 bbl. sugar .....	17,710 59
1 Philadelphia .....	1 Philadelphia .....	1 .....	1 529 hhds. 45 tca. sugar, 30 bbl. molasses.	34,877 63
1 In port .....	1 In port .....	1 .....	1 100 hhds. 10 tca. sugar, (in port) .....	5,842 04
1 In port .....	1 In port .....	1 .....	1 In port .....	.....
1 New Orleans.....	1 New Orleans.....	1 .....	1 491 hhds. 27 tca. 44 bbls. molasses .....	15,680 67
3 Philadelphia .....	3 Philadelphia .....	3 Cooperage .....	3 647 hhds. 52 tca. sugar, 719 hhds. 72 tca. 230 bbls. molasses.	65,599 94
1 New York.....	1 New York.....	1 Cooperage and merchandise .....	1 409 hhds. 47 tca. sugar.....	23,543 58
1 Matanzas .....	1 Matanzas .....	1 .....	1 Ballast.....	.....
5 In port .....	5 In port .....	5 Cooperage .....	5 In port.....	.....
1 In port .....	1 In port .....	1 .....	1 In port.....	.....
2 New York .....	2 New York .....	2 Cooperage .....	2 639 hhds. 66 tca. 1 bbl. sugar, 28 hhds. molasses.	39,008 85
1 Philadelphia .....	1 Philadelphia .....	1 .....	1 513 hhds. 57 tca. 1 bbl. sugar, 60 hhds. molasses.	33,548 92
2 In port .....	2 In port .....	2 Cooperage and merchandise .....	2 In port .....	.....
1 New York.....	1 New York.....	1 Box shooks and hoops.....	1 368 hhds. 32 tca. 24 bbls. molasses .....	12,525 62
1 Philadelphia .....	1 Philadelphia .....	1 Cooperage .....	1 297 hhds. 31 tca. 2 bbls. sugar.....	17,917 28
4 Portland.....	4 Portland.....	4 Box shooks and cooperage.....	4 24 hhds. sugar, 1,320 hhds. 122 tca. 20 bbls. molasses.	43,356 59
1 Baltimore.....	1 Baltimore.....	1 Box shooks .....	1 237 hhds. 20 tca. sugar.....	7,148 43
2 In port .....	2 In port .....	2 Cooperage and lumber.....	2 In port .....	.....
1 Baltimore.....	1 Baltimore.....	1 Cooperage .....	1 291 hhds. 25 tca. sugar, 24 hhds. molasses.	18,163 37
1 St. Thomas .....	1 Philadelphia .....	1 .....	1 338 hhds. 35 tca. molasses.....	11,023 74
4 Boston.....	2 Boston .....	2 Cooperage and merchandise .....	2 598 hhds. 81 tca. sugar, 80 hhds. molasses.	39,630 27
	2 In port .....	2 Cooperage and lumber.....	2 In port .....	.....

Quarter ended March 31, 1868.

\* Entered: 1 brig, 4 brigantines, 6 schooners—11, and 6 in port. Cleared: 1 brig, 5 brigantines, 10 schooners—16, and 1 in port. Aggregate tonnage entered, 2,290. 87.  
† Entered: 5 brigs, 2 schooners—7, and 1 in port. Cleared: 5 brigs, 2 schooners—7, and 1 in port. Aggregate tonnage entered, 2,100. 06.  
‡ Entered: 12 barks, 35 brigs, 33 schooners—80, and 1 in port. Cleared: 5 barks, 25 brigs, 28 schooners—58, and 23 in port. Aggregate tonnage entered, 23,298. 18.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS	VESSELS ENTERED.		VESSELS CLEARED		CARGOES INWARD		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description	Value.	Description.	Value.
SPANISH DOMINIONS. SAGUA LA GRANDE. J. H. Horner. Quarter ended March 31, 1898—Continued.	2	Barbadoes .....	1	In port .....	.....	.....	1 In port .....	.....
	1	Charleston .....	1	Philadelphia .....	.....	.....	1 417 hhds. 42 tes. molasses .....	\$12,739 35
	1	Galveston .....	1	Philadelphia .....	Lumber .....	\$2,046 68	1 303 hhds. 46 tes. molasses .....	9,983 60
	1	.....	1	New York .....	.....	.....	1 364 hhds. 39 tes. 2 bbls. sugar, 14 hds. molasses .....	22,627 89
	1	Machias .....	1	Philadelphia .....	Lumber .....	2,040 72	1 324 hhds. 31 tes. molasses .....	10,234 39
	1	Nassau, N. P. ....	1	Philadelphia .....	.....	.....	1 346 hhds. 39 tes. 61 bbls. sugar .....	12,958 10
	1	Kingston, Ja. ....	1	In port .....	.....	.....	1 In port .....	.....
	81	.....	81	.....	.....	129,070 07	.....	4,205,560 81
	23	In port .....	7	New York .....	Before reported .....	.....	7 3,959 hhds. 381 tes. 3 bbls. sugar, 45 hds. molasses .....	245,101 13
	.....	.....	8	Philadelphia .....	do .....	.....	8 2,940 hhds. 91 tes. 3 bbls. sugar, 957 hds. 72 tes. 69 bbls. molasses .....	208,809 19
Quarter ended June 30, 1898.	.....	.....	4	Boston .....	do .....	.....	4 698 hhds. 114 tes. 3 bbls. sugar, 863 hds. 64 tes. molasses .....	90,878 37
	.....	.....	3	Portland .....	do .....	.....	3 333 hhds. 25 tes. 1 bbl. sugar, 1,245 hds. 107 tes. molasses, 400 gal. honey .....	61,333 01
	.....	.....	1	New Orleans .....	do .....	.....	1 150 hhds. sugar, 238 hds. 16 tes. molasses .....	19,352 65
	30	Havana .....	14	New York .....	Ballast .....	.....	14 7,943 hhds. 459 tes. 2 bbls. sugar, 156 hds. molasses .....	490,338 79
	.....	.....	4	Philadelphia .....	do .....	.....	4 1,006 hhds. 108 tes. sugar, 851 hds. 90 tes. molasses .....	91,768 83
	.....	.....	9	Boston .....	do .....	.....	9 353 hhds. 56 tes. sugar, 262 hds. 30 tes. molasses .....	42,524 83
	.....	.....	1	New Orleans .....	do .....	.....	1 414 hhds. 40 tes. molasses .....	19,911 73
	.....	.....	1	Canada .....	do .....	.....	1 Ballast .....	.....
	.....	.....	1	Palmer .....	do .....	.....	1 do .....	.....
	7	Matanzas .....	3	Liverpool .....	do .....	.....	3 In port .....	.....
	.....	.....	3	New York .....	do .....	.....	3 1,079 hhds. 116 tes. sugar, 301 hds. 40 tes. molasses .....	94,445 65
	.....	.....	1	Boston .....	do .....	.....	1 do .....	.....



1	Sagua la Grande.	1	Boston	1	Ballast	1	tes. molasses.	18,393 00
1	Cardenas	1	do	1	do	1	328 hhds. 2 tes. sugar	32,168 00
1	Boston	1	New York	1	Assorted cargo	1	509 hhds. 20 tes. 2 bbls. sugar, 36 hhds. molasses.	12,082 00
1	Havana	1	do	1	Ballast	1	135 tes. 6 bbls. honey, 192 hhds. 1 tes. molasses.	7,581 00
2	New York	1	Sagua la Grande.	1	Cooperage and merchandise	1	60 hhds. 6 tes. sugar, 137 hhds. molasses.	
1	Portland	1	In port	1	Cooperage	1	Part inward cargo	
		1	do	1	do	1	In port	
9		9					do	
								101,992 00
2	In port	2	New York	2	Before reported	2	686 hhds. 73 tes. sugar.	49,363 00
3	Boston	2	Boston	2	Assorted cargo	2	251 hhds. 11 tes. sugar, 44 hhds. 42 tes. molasses, 31 bbls. honey.	30,641 00
8	New York	1	In port	1	Cooperage	1	In port	
		8	New York	8	Cooperage and merchandise	8	2,900 hhds. 261 tes. sugar, 303 hhds. 27 tes. molasses.	220,357 00
2	Philadelphia	2	Philadelphia	2	Cooperage and coals.	2	656 hhds. 68 tes. 11 bbls. molasses.	21,770 00
14	Havana	5	New York	5	Ballast	5	2,717 hhds. 272 tes. sugar.	163,919 00
		3	Delaware break-water.	3	do	3	1,264 hhds. 36 tes. sugar, 50 hhds. molasses.	77,923 00
		5	In port	5	do	5	In port	
		1	New Orleans	1	do	1	285 hhds. 33 tes. sugar, 50 hhds. molasses.	20,257 00
1	Portland	1	Boston	1	Cooperage	1	18 hhds. molasses, 428 hhds. 45 tes. 1 bbl. sugar.	27,089 00
1	Matanzas	1	Delaware break-water.	1	Lumber	1	97 hhds. sugar, 270 hhds. 22 tes. molasses.	13,468 00
1	Charleston	1	Charleston	1	do	1	54 hhds. 10 tes. 35 bbls. sugar.	2,241 00
1	Macbias	1	Philadelphia	1	do	1	258 hhds. 14 tes. 14 bbls. molasses	8,747 00
1	Cardenas	1	Newport	1	Ballast	1	252 hhds. 8 tes. molasses.	7,526 00
1	Pennacola	1	In port	1	Lumber	1	In port	
1	Baltimore	1	do	1	Cooperage	1	do	
36		36						643,301 00

Quarter ended March 31, 1862. §

\* Entered : 9 brigs, 14 schooners—23, and 2 in port. Cleared : 8 brigs, 15 schooners—23, and 2 in port. Aggregate tonnage entered, 4,314.49.  
† Entered : 7 brigs, 1 schooner—8, and 2 in port. Cleared : 9 brigs, 1 schooner—10. Aggregate tonnage entered, 1,427.14.  
‡ Entered : 1 bark, 5 brigs, 1 schooner—7, and 2 in port. Cleared : 1 bark, 5 brigs, 1 schooner—7, and 2 in port. Aggregate tonnage entered, 1,605.17.  
§ Entered : 4 barks, 13 brigs, 17 schooners—31, and 2 in port. Cleared : 5 barks, 9 brigs, 14 schooners—28, and 8 in port. Aggregate tonnage entered, 9,197.70.





## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS. SANTIAGO DE CUBA. E. F. Wallace. Quarter ended December 31, 1867.	2	Boston	1	Mobile	Ice and provisions	\$27,800 00	Ballast	
	1	Pensacola	1	In port	Shooks and provisions, &c.	14,000 00	In port	
	3	New York	1	Jamaica	Lumber	3,700 00	Ballast	
			1	Mexico	General cargo	12,700 00	do	
			1	Cienfuegos	do	12,500 00	do	
			1	Trinidad	Provisions, shoeks, &c.	3,500 00	do	
	2	Guantanamo	1	Philadelphia	Machinery	15,000 00	do	
	1	Baltimore	1	In port	do	17,000 00	In port	
			1	In port	Provisions and shoeks	3,700 00	do	
	9		9			109,900 00		
Quarter ended March 31, 1868.	3	In port	1	New York	Before reported		150 hhds. sugar	\$8,600 00
			1	Baltimore	do		328 hhds. 100 bbis. sugar	19,607 00
			1	Manzanillo	do		Ballast	
	6	New York	7	New York	Provisions and cooerage	63,500 00	1,627 hhds. 75 tea. 968 bbis. sugar	106,352 66
			1	New Haven				
			2	Santa Cruz				
			1	Manzanillo				
	2	Philadelphia	1	Trinidad de Cuba.	Ballast		Ballast	
			1	New York	General cargo and machinery	20,400 00	243 hhds. 227 bbis. sugar	16,802 73
	3	Boston	1	Guantanamo			Ballast	
			1	New York	General cargo	9,000 00	130 hhds. 125 bbis. sugar	8,345 30
			2	In port			In port	
	3	Baltimore	3	Baltimore	Provisions and cooerage	26,500 00	1,475 hhds. 29 tea. 530 bbis. sugar	90,193 08
	1	Charleston, S. C.	1	Boston	Lumber	2,300 00	188 hhds. 216 bbis. sugar	12,038 18
	1	Georgetown	1	New York	do	1,800 00	269 hhds. 150 bbis. sugar	15,905 85
	1	Pensacola	1	Guantanamo	do	13,000 00	Ballast	
	1	Bayannah	1	In port	do	2,800 00	In port	
	2	Montevideo	1	Havon	Ballast		Ballast	
			1	Matanzas	do		do	
	2	Trinidad, B. D.	2	Trinidad de Cuba	do		do	
	1	Guantanamo	1	Philadelphia	do		304 hhds. 170 bbis. sugar	19,043 00
	90		90			120,300 00		295,656 74

Quarter ended September 30, 1868.†	19 New York.....	1 Philadelphia.....	1 do .....	1 905 hhds. 500 bbls. sugar.....	13,197 20
		1 Boston .....	1 do .....	1 216 hhds. 170 bbls. sugar.....	189,324 01
		5 New York.....	5 Ballast .....	5 3,412 hhds. 1,465 bbls. 7 tcs. sugar.....	13,920 90
		2 Philadelphia.....	2 do .....	2 221 hhds. 20 tcs. sugar.....	12,381 45
		2 Baltimore.....	2 General cargo and coal.....	2 150 hhds. 179 bbls. 46 tcs. sugar.....	
		3 In port .....	3 Ballast .....	3 In port .....	
	4 Boston .....	2 New York.....	2 Lumber .....	2 1,291 hhds. 22 tcs. 550 bbls. sugar.....	79,662 93
		2 Baracoa .....	2 Ballast .....	2 Ballast .....	
	3 Baltimore.....	3 Baltimore.....	3 General cargo.....	3 1,355 hhds. 502 bbls. 2 tcs. sugar.....	83,715 00
	1 Philadelphia.....	1 Philadelphia.....	1 do .....	1 Sugar .....	3,172 46
	1 Jacksonville.....	1 Cienfuegos.....	1 Lumber .....	1 Inward cargo.....	
	1 Swansea.....	1 New York.....	1 Coal.....	1 677 hhds. 650 bbls. sugar.....	45,835 68
	3 Newport.....	1 Cienfuegos.....	} 3 Coal.....	2 Ballast .....	
		1 Guantnamo.....		1 Sugar .....	
SANTIAGO, (Cape de Verde.) B. Tripp, jr. Quarter ended December 7, 1867.‡	1 Newcastle .....	1 Falmouth.....	1 do .....	1 Ballast .....	
	1 Key West.....	1 Cienfuegos.....	1 Ballast .....	1 do .....	
	30 .....	30 .....	30 .....	106,700 00	485,241 75
	3 In port .....	2 New York.....	2 Before reported.....	} 3 Sugar .....	80,479 68
	3 Baltimore.....	1 Baltimore.....	1 do .....		40,156 43
		2 Baltimore.....	2 Cooperage and provisions.....	2 do .....	
		1 Guantnamo.....	1 Cooperage .....	1 Ballast .....	
	1 Boston .....	1 Boston .....	1 Ice .....	1 Sugar .....	6,145 53
	2 New York.....	1 New York.....	1 General cargo.....	1 do .....	42,570 87
		1 Guantnamo.....	1 do .....	1 Ballast .....	
	1 St. Thomas .....	1 Baltimore.....	1 Ballast .....	1 Sugar .....	39,303 60
	1 Guantnamo.....	1 Baltimore.....	1 do .....	1 do .....	10,027 86
	1 Port au Prince.....	1 Baltimore.....	1 do .....	1 do .....	8,199 24
	12 .....	12 .....	12 .....	63,800 00	226,883 41
	2 Fayal .....	2 Whaling.....	1 Whaling outfit.....	2 Same as inward cargo.....	
	11 Whaling cruise...	11 Whaling.....	1 do .....	11 Same as inward cargo.....	

\* Entered : 3 barks, 3 brigs, 3 schooners—9. Cleared : 2 barks, 2 brigs, 2 schooners—6, and 3 in port. Aggregate tonnage entered, 2,282.  
† Entered : 1 steamer, 3 barks, 12 brigs, 9 schooners—25, and 3 in port. Cleared : 1 steamer, 4 barks, 11 brigs, 9 schooners—25, and 3 in port. Aggregate tonnage entered, 5,615.  
‡ Entered : 1 steamer, 11 barks, 7 brigs, 8 schooners—27, and 3 in port. Cleared : 1 steamer, 10 barks, 7 brigs, 9 schooners—27, and 3 in port. Aggregate tonnage entered, 9,146.  
§ Entered : 3 barks, 3 brigs—6, and 3 in port. Cleared : 3 barks, 9 brigs—12. Aggregate tonnage entered, 2,600.  
|| Entered and cleared : 2 ships, 9 barks, 2 brigs, 7 schooners—20. Aggregate tonnage entered, 3,451.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS.  SAN JUAN DE LOS REMEDIOS.  I. Stone.  Quarter ended June 30, 1868.*	8	In port .....	2	Boston .....	Before reported .....	.....	2 451 hhds. 45 tcs. 21 bbls. sugar, 209 hhd. 21 tcs. 20 bbls. molasses.	\$36,384 00
			4	New York .....	.....do .....	.....	4 2,225 hhds. 213 tcs. sugar, 474 hhds. 50 tcs. molasses.	156,402 00
			1	New Orleans .....	.....do .....	.....	1 159 hhds. 121 bbls. molasses .....	5,139 00
			1	Baltimore .....	.....do .....	.....	1 319 hhds. 39 tcs. 31 bbls. molasses ..	10,115 00
	1	Nassau .....	1	New York .....	Ballast .....	.....	1 846 hhds. 85 tcs. sugar .....	50,701 00
	10	Havana .....	4	.....do .....	.....do .....	.....	4 2,542 hhds. 131 tcs. sugar, 459 hhds. 45 tcs. molasses.	164,336 00
			3	Boston .....	.....do .....	.....	3 337 hhds. 15 tcs. 1 bbl. molasses, 1,016 hhds. 88 tcs. 1 bbl. sugar.	77,777 00
			1	Philadelphia .....	.....do .....	.....	1 1,214 hhds. 190 tcs. sugar .....	79,504 00
			1	Clyde .....	.....do .....	.....	1 659 hhds. sugar .....	36,245 00
			1	Cork .....	.....do .....	.....	1 781 hhds. sugar .....	42,856 00
	3	Baltimore .....	1	Philadelphia .....	Cooperage .....	\$13,000 00	1 238 hhds. 25 tcs. sugar, 80 hhds. mo- lasses.	17,109 00
			1	Baltimore .....	.....do .....	8,166 00	1 432 hhds. 44 tcs. molasses .....	13,385 00
			1	In port .....	.....do .....	9,411 00	1 In port .....	.....
	8	Philadelphia .....	3	Philadelphia .....	.....do .....	13,534 00	3 1,079 hhds. 79 tcs. molasses .....	34,247 00
			1	New York .....	Assorted cargo .....	4,931 00	1 36 hhds. sugar, 390 hhds. molasses ..	11,641 00
			2	Delaware .....	Cooperage .....	13,300 00	2 649 hhds. 45 tcs. 20 bbls. molasses ..	20,570 00
			2	In port .....	.....do .....	8,174 00	2 In port .....	.....
	12	New York .....	5	New York .....	.....do .....	8,304 00	5 2,309 hhds. 234 tcs. sugar, 30 hhds. molasses.	156,548 00
			1	Boston .....	.....do .....	2,745 00	1 400 hhds. 41 tcs. sugar .....	23,766 00
			1	Newport .....	Ballast .....	.....	1 530 hhds. 40 tcs. sugar .....	16,063 00
			5	In port .....	Cooperage .....	17,983 00	5 In port .....	.....
	3	Portland .....	2	New York .....	.....do .....	15,751 00	2 217 hhds. 96 tcs. sugar, 401 hhds. 40 tcs. molasses.	26,211 00
			1	Portland .....	.....do .....	7,409 00	1 317 hhds. 30 tcs. molasses .....	10,768 00
			1	New Orleans .....	Ballast .....	.....	1 531 hhds. 36 tcs. sugar .....	39,448 00
	5	New Orleans .....	3	New York .....	Casks .....	250 00	3 1,148 hhds. 199 tcs. sugar, 189 hhds. 16 tcs. molasses.	91,212 00
			1	In port .....	Ballast .....	.....	1 In port .....	.....



TARRAGONA. J. A. Litalé. Quarter ended December 31, 1867.†	1		1		1	14,600 00	1			
	3	New York	2	Malaga and New York.	2	121,800 staves, 499 bags cocoa.	2	48,700 00	2	296 bbls. wine, 4,000 bxs. raisins, 200 bags beans
	3	Boston	1	Palermo	1	65,000 staves.	1	14,100 00	1	Ballast
	1	New Orleans	2	Messina	2	87,200 staves.	2	21,400 00	2	do
	7		1	Palermo	1	88,810 staves.	1	21,400 00	1	do
			1	Leghorn	1	74,200 staves.	1	17,100 00	1	do
			7		7			122,700 00	7	
	1	New York	1	Leghorn	1	57,240 staves	1	11,700 00	1	Ballast.
	1	Philadelphia	1	Barcelona	1	1,215 bbls. petroleum	1	14,580 00	1	600 bbls. petroleum
	2	New York	2	New York	2	110,700 staves.	2	18,600 00	2	1,284 bags almonds, 601 bbls. wine, 567 bags 93 boxes licorice paste.
TENERIFFE. W. H. Dabney. Quarter ended December 31, 1867.‡§	2	Boston	1	Boston	1	47,670 staves.	1	8,700 00	1	200 bags almonds
	4		1	Malaga	1	32,000 staves	1	8,000 00	1	Ballast
			4		4			35,300 00	4	
	9	Fayal	9	Whaling	6	Whaling implements	6	9,800 00	8	Whaling implements
	1	Boston	1	Messina	3	Whaling implements and oil	3		1	Cochineal and oil
	1	St. Mary's	1	In port	1	General cargo	1	12,000 00	1	Cochineal
	11		11		1	Lumber	1	7,500 00	1	Paving stones
			11		11			29,300 00	11	

\* Entered and cleared: 2 brigs, 1 schooner—3. Aggregate tonnage entered, 487. † Entered and cleared: 3 barks. Aggregate tonnage entered, 777.  
‡ Entered and cleared: 1 bark. Tonnage entered, 166. § Entered and cleared: 1 schooner. Tonnage entered, 132.  
|| Entered and cleared: 1 brig. Tonnage entered, 287. ¶ Entered and cleared: 4 barks, 3 brigs—7. Aggregate tonnage entered, 2,738.  
\*\* Entered and cleared: 1 schooner. Tonnage entered, 309. †† Entered and cleared: 1 brig. Tonnage entered, 199.14.  
‡‡ Entered and cleared: 3 barks, 1 brig—4. Aggregate tonnage entered, 1,333.  
§§ Entered: 2 barks, 3 brigs, 6 schooners—11. Cleared: 1 bark, 3 brigs, 6 schooners—10, and 1 in port. Aggregate tonnage entered, 2,031.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS. SANTIAGO DE CUBA. E. F. Wallace. Quarter ended December 31, 1867.	2	Boston	1	Mobile	Ice and provisions	\$27,500 00	1 Ballast	
	1	Pensacola	1	In port	Shooks and provisions, &c	14,000 00	1 In port	
	3	New York	1	Jamaica	Lumber	3,700 00	1 Ballast	
			1	Mexico	General cargo	12,700 00	do	
			1	Cienfuegos	do	12,500 00	do	
			1	Trinidad	Provisions, shoeks, &c	3,500 00	do	
	2	Guantanamo	1	Philadelphia	Machinery	15,000 00	do	
	1	Baltimore	1	In port	do	17,000 00	1 In port	
			1	In port	Provisions and shoeks	3,700 00	do	
	9		9			109,900 00		
Quarter ended March 31, 1868.	3	In port	1	New York	Before reported		1 150 hhds. sugar	\$6,620 66
			1	Baltimore	do		1 325 hhds. 100 bbls. sugar	19,807 06
			1	Manzanillo	do		1 Ballast	
	9	New York	3	New York	Provisions and cooperage	63,500 00	4 1,697 hhds. 75 tes. 988 bbls. sugar	106,352 66
			2	Santa Cruz				
			1	Manzanillo				
	2	Philadelphia	1	New York	Ballast		4 Ballast	
			1	Trinidad de Cuba				
	3	Boston	1	New York	General cargo and machinery	20,400 00	1 243 hhds. 227 bbls. sugar	16,872 73
			1	Guantanamo			1 Ballast	
	3	Boston	2	New York	General cargo	9,000 00	1 130 bbls. 125 bbls. sugar	9,345 32
			2	In port			2 In port	
	3	Baltimore	3	Baltimore	Provisions and cooperage	26,500 00	3 1,475 hhds. 29 tes. 530 bbls. sugar	90,193 66
	1	Charleston, S. C.	1	Boston	Lumber	2,300 00	1 128 hhds. 216 bbls. sugar	12,038 18
	1	Georgetown	1	New York	do	1,800 00	1 289 bbls. 130 bbls. sugar	15,925 85
	1	Pensacola	1	Guantanamo	do	12,000 00	1 Ballast	
	1	Savannah	1	In port	do	2,800 00	1 In port	
	2	Montevideo	1	Havana	Ballast		1 Ballast	
			1	Matanzas	do		do	
	2	Trinidad, B. D.	2	Trinidad de Cuba	do		do	
	1	Guantanamo	1	Philadelphia	do		1 304 hhds. 170 bbls. sugar	16,043 09
	29		29			109,300 00		207,054 76

14	Aspinwall .....	4	Philadelphia ... )	8	Ballast .....	1	Ballast .....	106,055	92
		8	New York .....	4	do .....	8	167,905 gals. molasses, 9,163 gals. honey, 3,193,356 lbs. sugar.	88,909	92
		4	Philadelphia .....	2	do .....	4	61,608 gals. molasses, 1,837,822 lbs. sugar.		
		2	In port .....	1	do .....	2	In port .....	20,337	73
3	New York .....	1	New York .....	1	do .....	1	3,217 gals. molasses, 481,009 lbs. sugar.		
		1	Cienfuegos .....	1	Assorted cargo and oil .....	1	Partial cargo, assorted, from U. S.		
		1	In Port .....	1	Cooperage .....	1	In port .....		
1	Marseilles .....	1	New York .....	1	3,200 roofing tiles .....	1	173,600 lbs. sugar, 56,136 gals. molasses.	17,758	87
7	Philadelphia .....	6	Philadelphia .....	6	Cooperage, lumber, oils, coals, & nails.	6	105,433 gals. molasses, 3,019,745 lbs. sugar.	146,780	81
2	Cienfuegos .....	1	Zaza .....	1	Ballast .....	1	Ballast .....		
		2	New York .....	2	do .....	2	56,915 gals. molasses, 628,387 lbs. sugar.	37,654	94
2	St. Thomas .....	1	Zaza .....	1	do .....	1	Ballast .....		
		1	New York .....	1	do .....	1	731,779 lbs. sugar, 7,551 gals. molasses, 2,167 gals. honey.	32,050	80
2	Portland .....	1	Boston .....	1	Lumber and hops .....	1	171,132 lbs. sugar, 47,496 gals. molasses.	16,996	39
		1	Cardenas .....	1	Ballast .....	1	Ballast .....		
1	Havana .....	1	New York .....	1	do .....	1	195,369 lbs. sugar, 73,955 gals. molasses.	25,679	56
3	St. Jago .....	1	Matanzas .....	1	do .....	1	Ballast .....		
		1	New York .....	1	do .....	1	470,765 lbs. sugar, 6,011 gals. molasses.	19,251	20
		1	Philadelphia .....	1	do .....	1	137,160 lbs. sugar, 52,523 gals. molasses.	17,591	06
2	Fernandina .....	2	New York .....	2	Lumber .....	2	671,002 lbs. sugar, 14,148 gals. molasses.	30,172	72
		1	Boston .....	1	Cooperage and oil .....	1	608,568 lbs. sugar .....	24,073	06
		1	In port .....	1	Cooperage and 100 bbls. potatoes .....	1	In port .....		
1	Lisbon .....	1	New York .....	1	Ballast .....	1	633,778 lbs. sugar, 930 gals. molasses.	26,618	08
1	Cardiff .....	1	do .....	1	411 tons coal .....	1	825,384 lbs. sugar, 15,978 gals. molasses.	35,839	22
2	Port Spain .....	2	do .....	2	Ballast .....	2	536,003 lbs. sugar, 37,057 gals. molasses.	28,654	81
1	Cape Haytien .....	1	Philadelphia .....	1	do .....	1	614,563 lbs. sugar, 8,369 gals. molasses.	25,734	41
1	Baltimore .....	1	In port .....	1	280 tons coal .....	1	In port .....		

\* Entered: 1 bark, 1 brig—2, and 1 in port. Cleared: 2 barks, 1 brig—3. Aggregate tonnage entered, 1,222.

† Entered and cleared: 2 barks, 2 brigs—4. Aggregate tonnage entered, 1,418.

‡ Entered and cleared: 1 brig, 2 schooners, 2 barks—5. Aggregate tonnage entered, 1,120.

§ Entered: 1 bark, 4 brigs, 2 schooners—7. In port, 7. Average tonnage entered, 1,927.41.

|| Entered: 4 barks, 16 brigs, 27 schooners—47, and 7 in port. Cleared: 3 barks, 20 brigs, 26 schooners—49, and 5 in port. Aggregate tonnage entered, 12,692.08.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD		CARGOES OUTWARD	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
SPANISH DOMINIONS. TRINIDAD DE CUBA. P. F. Canada. Quarter ended March 31, 1893.—Continued.	1	Charleston	1	Philadelphia	Ballast		48,573 gals. molasses	\$10,764 13
	1	Rio Janeiro	1	Java	do		Ballast	
	54		54			\$68,076 69		884,000 21
Quarter ended June 30, 1893.	5	In port	2	New York	Before reported		477,455 lbs. sugar, 8,968 gals. mo- lasses.	34,202 60
			1	Philadelphia	do		914,650 lbs. sugar	38,997 98
			1	Baltimore	do		903,032 lbs. sugar	38,746 49
			1	Boston	do		373,481 lbs. sugar, 6,478 gals. mo- lasses.	16,145 31
	16	New York	3	Baltimore		16,300	1,420,063 lbs. sugar, 91,134 gals. molasses.	67,614 92
			3	Philadelphia	Cooperage		1,341,740 lbs. sugar, 67,620 gals. molasses.	69,131 17
			4	New York	Merchandise	3,000	1,553,504 lbs. sugar, 191,817 gals. molasses, 22,300 cubic feet cedar.	90,337 15
	12	Philadelphia	7	Baltimore	Ballast		Ballast	
			5	In port			In port	
			1	Portland			901,779 lbs. sugar, 39,730 gals. mo- lasses.	18,072 37
			7	Philadelphia	Cooperage, &c.	49,880	3,877,139 lbs. sugar, 64,464 gals. molasses.	178,853 76
			1	New York			492,579 lbs. sugar, 6,890 gals. mo- lasses.	92,295 95
	3	Boston	3	In port	Ballast		In port	
			2	Boston	260 tons ice	7,800	653,350 lbs. sugar, 38,955 gals. molasses.	43,474 84
	1	Baltimore	2	In port	Ballast		In port	
	3	Aspinwall	1	Baltimore	do		571,339 lbs. sugar	30,354 30
	4	Hartford	3	Cienfuegos	do		Ballast	
			1	do	do		do	
			3	Philadelphia	do		740,817 lbs. sugar, 79,594 gals. mo- lasses.	47,157 27

### 3d and 4th quarters.....

\* Entered: 6 barks, 27 brigs, 7 schooners—40, and 5 in port. Cleared: 6 barks, 20 brigs, 9 schooners—35 and 10 in port. Aggregate tonnage entered, 12, 504. 27.  
† Entered: 2 barks, 2 brigs—4, and 10 in port. Cleared: 3 barks, 10 brigs, 1 schooner—14. Aggregate tonnage entered, 1, 265.  
‡ Entered and cleared: 7 bark, 8 brigs, 3 ships—18. Aggregate tonnage entered, 9, 241.  
§ Entered and cleared: 1 bark, 1 brig—2. Aggregate tonnage entered, 638.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels	Where from	No. of vessels	Where for.	Description.	Value.	Description.	Value.
<b>SPANISH DOMINIONS</b>								
<b>TENERIFFE.</b>								
<i>W. H. Dabney.</i>								
Quarter ended March 31, 1888.*	1	In port	1	Havana	Before reported	.....	8,000 varas flag-stones	\$4,000 00
	1	Cuba, Mo	1	Leghorn	Lumber, carts, pianos	\$7,000 00	Ballast	.....
	1	St. Mary's, Ga	1	St Thomas	Lumber	2,500 00	do	.....
	3		3			9,500 00		4,000 00
Quarter ended June 30, 1888.	1	Grand Canary	1	Cuba	Ballast	.....	6,000 varas flag stones, vegeta- ble	4,500 00
	2	Boston	1	Goree	General cargo	16,000 00	Ballast	.....
	1	New York	1	Boston	do	14,000 00	600 lbs. cochineal and bags	960 00
	4		4	Goree	do	15,000 00	Ballast	.....
						45,000 00		5,360 00
Quarter ended Septem- ber 30, 1888. †	1	Madeira	1	St. Thomas	3,000 bush. maize	3,000 00	Ballast	.....
	1	Cuba	1	Malaga	275,000 ft. lumber	4,000 00	do	.....
	1	Boston	1	do	18,000 ft. lumber, 8,000 bush. corn	6,500 00	do	.....
	1	Provincetown	1	Whaling	Whaling implements	.....	Whaling implements	.....
	1	Fayal	1	do	do	.....	do	.....
	5		5			15,500 00		.....
<b>TRINIDAD DE CUBA.</b>								
<i>F. F. Canada.</i>								
Quarter ended December 31, 1887. ‡	2	New York	2	In port	Cooperage	11,755 00	In port	.....
	3	Philadelphia	3	do	do	14,025 00	do	.....
	1	Portland	1	do	Lumber and cooperage	2,500 00	do	.....
	1	Millbridge	1	do	do	2,750 00	do	.....
	7		7			30,050 00		.....



PORTUGUESE DOM'S. FAYAL. C. W. Dabney. Quarter ended December 31, 1867.†	1	Aspinwall .....	1	Manzanillo .....	1	Ballast .....	1	.....	.....
	6	.....	6	.....	6	.....	6	.....	104,413 51
	6	.....	6	.....	6	.....	6	.....	.....
	6	.....	6	.....	6	.....	6	.....	.....
	6	.....	6	.....	6	.....	6	.....	.....
	6	.....	6	.....	6	.....	6	.....	.....
	6	.....	6	.....	6	.....	6	.....	.....
	6	.....	6	.....	6	.....	6	.....	.....
	6	.....	6	.....	6	.....	6	.....	.....
	6	.....	6	.....	6	.....	6	.....	.....
Quarter ended March 31, 1868.**	6	In port .....	6	Whaling .....	4	Before reported .....	4	Whaling implements .....	1,890 00
	21	Whaling .....	21	.....do .....	16	.....do .....	1	Part inward cargo .....	3,543 75
	3	Boston .....	1	Teneriffe .....	5	Whaling implements .....	19	Inward cargo, in for supplies .....	7,245 00
	1	St. Michael's .....	1	St. Michael's .....	1	General cargo .....	1	Whaling implements .....	.....
	1	Bangor .....	1	Boston .....	1	Lumber, &c .....	1	Inward cargo, &c .....	.....
	1	.....	1	.....do .....	1	Lumber, dry goods, &c .....	1	.....do .....	.....
	1	.....	1	In port .....	1	Ballast .....	1	2,151 boxes and baskets fruit, &c .....	2,800 00
	1	.....	1	.....	1	Orange-box shooks .....	1	2,153 boxes and baskets fruit, &c .....	2,400 00
	32	.....	32	.....	32	.....	32	In port in distress .....	.....
	32	.....	32	.....	32	.....	32	.....	17,878 75
Quarter ended June 30, 1868.††	1	In port .....	1	Messina .....	1	Before reported .....	1	Inward cargo .....	.....
	3	Whaling .....	3	Whaling .....	2	4,913 gals. sperm oil .....	2	Whaling implements .....	.....
	2	Liverpool .....	2	New York .....	1	Whaling implements .....	1	.....do .....	.....
	1	Montevideo .....	1	Cork .....	2	General cargo .....	2	Inward cargo .....	.....
	1	Callao .....	1	Antwerp .....	1	Tallow, bone, &c .....	1	.....do .....	.....
	7	.....	7	.....	1	Guano .....	1	.....do .....	.....
	7	.....	7	.....	7	.....	7	.....	.....
	61	Whaling .....	54	Whaling .....	42	Sperm and whale oil .....	9	Inward cargo .....	57,971 50
	1	Liverpool .....	7	In port .....	19	Whaling implements .....	4	Part inward cargo .....	6,123 50
	62	.....	62	Condemned .....	1	Soda ash, &c .....	41	Whaling implements .....	.....
Quarter ended September 30, 1868.‡‡	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	.....
	62	.....	62	.....	62	.....	62	.....	64,094 00

\* Entered: 4 ships, 2 barks, 1 brig—7, and 2 in port. Cleared: 5 ships, 2 barks, 1 brig—8; wrecked, 1. Aggregate tonnage entered, 6,646.01.  
† Entered and cleared: 1 ship. Tonnage entered, 1,162.  
‡ Entered and cleared: 4 schooners, 4 barks, 2 brigs—10. Aggregate tonnage entered, 3,518. || Entered and cleared: 1 bark, 5 brigs 6. Aggregate tonnage entered, 1,923.  
§ Entered: 1 ship, 12 barks, 8 brigs, 5 schooners—26, and 6 in port. Cleared: 1 ship, 15 barks, 8 brigs, 7 schooners—31, and 1 in port. Aggregate tonnage entered, 5,403.  
\*\* Entered: 1 in port. Cleared: 1 bark. Tonnage before reported.  
‡‡ Entered: 3 ships, 38 barks, 6 brigs, 15 schooners—62. Cleared: 1 ship, 35 barks, 6 brigs, 12 schooners—54, and 1 in port; condemned, 1. Aggregate tonnage entered, 12,796.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of VESSELS	Where from.	No. of VESSELS	Where for.	No. of VESSELS	Description.	No. of VESSELS	Description.
SPANISH DOMINIONS TRINIDAD DE CUBA. F. F. Canada. Quarter ended March 31, 1893.—Continued.	1	Charleston .....	1	Philadelphia .....	1	Ballast .....	1	48,573 gals. molasses .....
	1	Rio Janeiro .....	1	Jaya .....	1	do .....	1	Ballast .....
	54	.....	54	.....	54	.....	54	.....
Quarter ended June 30, 1893.	5	In port .....	2	New York .....	2	Before reported .....	2	477,463 lbs. sugar, 8,988 gals. mo- lasses.
	16	New York .....	2	Baltimore .....	1	do .....	1	914,650 lbs. sugar .....
			1	Philadelphia .....	1	do .....	1	901,032 lbs. sugar .....
			1	Baltimore .....	1	do .....	1	373,461 lbs. sugar, 6,478 gals. mo- lasses.
			2	Baltimore .....	2	Cooperage .....	2	1,430,083 lbs. sugar, 91,134 gals. molasses.
			3	Philadelphia .....	3	Cooperage .....	3	1,341,740 lbs. sugar, 67,680 gals. molasses.
			4	New York .....	1	Merchandise .....	4	1,533,504 lbs. sugar, 191,817 gals. molasses, 22,800 cubic feet cedar.
			2	Cienfuegos .....	7	Ballast .....	2	Ballast .....
			5	In port .....	5	do .....	5	In port .....
			1	Portland .....	1	do .....	1	201,774 lbs. sugar, 38,730 gals. mo- lasses.
	13	Philadelphia .....	7	Philadelphia .....	9	Cooperage, &c. ....	7	3,677,130 lbs. sugar, 64,464 gals. molasses.
			1	New York .....	1	do .....	1	482,579 lbs. sugar, 6,880 gals. mo- lasses.
	2	Boston .....	3	In port .....	3	Ballast .....	3	In port .....
	1	Baltimore .....	1	Baltimore .....	1	do .....	1	In port .....
	3	Asplenah .....	3	Cienfuegos .....	2	do .....	2	653,350 lbs. sugar, 12,955 gals. molasses.
	4	Barbados .....	1	do .....	1	do .....	1	do .....
			2	Philadelphia .....	2	do .....	2	740,817 lbs. sugar, 72,304 gals. mo- lasses.

Value.

Value.

Where for.

Where from.

Country, Consulate, Name of Consul, and Date of Return.

Value.

Quarter ended December  
31, 1867.†

1	Boston	1	Messina	1	2,644 bbls. flour.	13,000 00	1	Ballast	.....
1	Baltimore	1	Palermo	1	691 bags wheat	13,000 00	1	.....do	.....
1	New York	1	New York	1	1,815 bbls. petroleum	22,000 00	1	50 tons salt	150 00
1	Philadelphia	1	In port	1	2,300 staves	10,000 00	1	In port	.....
4	.....	4	.....	4	800 bbls. petroleum	2,220 00	4	.....	150 00
3	.....	3	.....	3	520 bbls. resin	3,000 00	3	.....	.....
2	New York	2	Bathurst	2	14,200 staves	17,770 00	2	.....	.....
1	In port	1	Cuba	1	1,777 bbls. petroleum	81,290 00	1	.....	.....
1	New York	1	Messina	1	Before reported	.....	1	.....	.....
1	Philadelphia	1	Philadelphia	1	2,452 bbls. flour	20,000 00	1	Ballast	.....
3	.....	3	.....	3	1,242 bbls. petroleum	12,000 00	3	272 bales corkwood	2,400 00
2	New York	2	Bathurst	2	212 bbls. resin	600 00	2	100 tons salt	250 00
1	Baltimore	1	.....	1	.....	32,600 00	1	.....	2,650 00
3	.....	3	.....	3	.....	.....	3	.....	.....
2	New York	2	Bathurst	2	302 hhds. tobacco	30,000 00	2	Ballast	.....
1	In port	1	In port	1	160 bbls. flour	1,000 00	1	In port	.....
1	New York	1	.....	1	100 bbls. resin	300 00	1	.....	.....
1	Philadelphia	1	.....	1	7,500 staves	200 00	1	.....	.....
3	.....	3	.....	3	145 hhds. tobacco	13,000 00	3	.....	.....
2	New York	2	Bathurst	2	13,000 staves	2,000 00	2	.....	.....
1	Baltimore	1	.....	1	600 cases petroleum	3,600 00	1	Ballast	.....
3	.....	3	.....	3	273 bbls. resin	820 00	3	.....	.....
1	In port	1	.....	1	79 cases clocks	150 00	1	.....	.....
1	New York	1	.....	1	2,700 bbls. 400 cases petroleum	28,000 00	1	.....	.....
3	.....	3	.....	3	.....	79,070 00	3	.....	.....
1	In port	1	New York	1	Before reported	.....	1	300 tons general cargo	20,000 00
3	New York	3	.....do	3	54 hhds. tobacco	54,000 00	3	535 bales corkwood	2,500 00
1	Philadelphia	1	Portland	1	36,500 staves	3,700 00	1	230 tons general cargo	2,500 00
1	New York	1	Malaga	1	80 bbls. resin	480 00	1	.....	.....
1	Philadelphia	1	.....	1	48,120 staves	9,000 00	1	29,400 bush. salt	820 00
1	New York	1	.....	1	46,800 staves	7,120 00	1	Ballast	.....

Quarter ended March 31,  
1868.†

1	In port	1	Cuba	1	Before reported	.....	1	.....	.....
1	New York	1	Messina	1	2,452 bbls. flour	20,000 00	1	Ballast	.....
1	Philadelphia	1	Philadelphia	1	1,242 bbls. petroleum	12,000 00	1	272 bales corkwood	2,400 00
3	.....	3	.....	3	212 bbls. resin	600 00	3	100 tons salt	250 00
2	New York	2	Bathurst	2	.....	32,600 00	2	.....	2,650 00
1	Baltimore	1	.....	1	.....	.....	1	.....	.....
3	.....	3	.....	3	.....	.....	3	.....	.....
2	New York	2	Bathurst	2	302 hhds. tobacco	30,000 00	2	Ballast	.....
1	In port	1	In port	1	160 bbls. flour	1,000 00	1	In port	.....
1	New York	1	.....	1	100 bbls. resin	300 00	1	.....	.....
1	Philadelphia	1	.....	1	7,500 staves	200 00	1	.....	.....
3	.....	3	.....	3	145 hhds. tobacco	13,000 00	3	.....	.....
2	New York	2	Bathurst	2	13,000 staves	2,000 00	2	.....	.....
1	Baltimore	1	.....	1	600 cases petroleum	3,600 00	1	Ballast	.....
3	.....	3	.....	3	273 bbls. resin	820 00	3	.....	.....
1	In port	1	.....	1	79 cases clocks	150 00	1	.....	.....
1	New York	1	.....	1	2,700 bbls. 400 cases petroleum	28,000 00	1	.....	.....
3	.....	3	.....	3	.....	79,070 00	3	.....	.....
1	In port	1	New York	1	Before reported	.....	1	300 tons general cargo	20,000 00
3	New York	3	.....do	3	54 hhds. tobacco	54,000 00	3	535 bales corkwood	2,500 00
1	Philadelphia	1	Portland	1	36,500 staves	3,700 00	1	230 tons general cargo	2,500 00
1	New York	1	Malaga	1	80 bbls. resin	480 00	1	.....	.....
1	Philadelphia	1	.....	1	48,120 staves	9,000 00	1	29,400 bush. salt	820 00
1	New York	1	.....	1	46,800 staves	7,120 00	1	Ballast	.....

Quarter ended June 30,  
1868.\*\*

1	Baltimore	1	.....	1	Before reported	.....	1	300 tons general cargo	20,000 00
3	.....	3	.....	3	54 hhds. tobacco	54,000 00	3	535 bales corkwood	2,500 00
1	In port	1	New York	1	36,500 staves	3,700 00	1	230 tons general cargo	2,500 00
1	New York	1	.....do	1	80 bbls. resin	480 00	1	.....	.....
1	Philadelphia	1	Portland	1	48,120 staves	9,000 00	1	29,400 bush. salt	820 00
1	New York	1	Malaga	1	46,800 staves	7,120 00	1	Ballast	.....

Quarter ended September  
30, 1868.††

1	In port	1	New York	1	Before reported	.....	1	300 tons general cargo	20,000 00
3	New York	3	.....do	3	54 hhds. tobacco	54,000 00	3	535 bales corkwood	2,500 00
1	Philadelphia	1	Portland	1	36,500 staves	3,700 00	1	230 tons general cargo	2,500 00
1	New York	1	Malaga	1	80 bbls. resin	480 00	1	.....	.....
1	Philadelphia	1	.....	1	48,120 staves	9,000 00	1	29,400 bush. salt	820 00
1	New York	1	.....	1	46,800 staves	7,120 00	1	Ballast	.....

Entered: 2 brigs, 1 bark—3. Cleared: 1 brig, 1 bark—2, and 1 in port. Aggregate tonnage entered, 625.

† In port, 1. Cleared: 1 brig. Tonnage before reported.

† Entered: 2 brigs, 2 brigs—4. Cleared: 2 brigs, 1 bark—3, and 1 in port. Aggregate tonnage entered, 1403.

‡ Entered: 1 bark, 1 brig, 1 schooner—3, and 1 in port. Cleared: 2 brigs, 1 bark, 1 brig, 1 schooner—4. Aggregate tonnage entered, 991.

§ Entered: 2 brigs, 2 brigs—4. Cleared: 2 brigs, 1 brig—3, and 1 in port. Aggregate tonnage entered, 1,102.57.

¶ Entered: 1 bark, 1 schooner—2, and 1 in port. Cleared: 1 bark, 1 brig, 1 schooner—3. Aggregate tonnage entered, 457.08.

\*\* Entered: 1 brig, 1 brigantine, 1 bark—3. Cleared: 1 brig, 1 brigantine—2, and 1 in port. Aggregate tonnage entered, 1,101.62.

†† Entered and cleared: 8 brigs, 3 brigs—11. Aggregate tonnage entered, 3,914.44.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No.	Where from.	No.	Where for.	Description.	Value.	Description.	Value.
<b>SPANISH DOMINIONS.</b>								
VALENCIA.								
J. D. Robertson.								
Quarter ended December 31, 1957.	2	In port	1	Not stated	Before reported		1 Ballast	
	4	Callao	1	New Orleans	do		1 do	
			2	Trapani	1,580 tons guano	\$102,700 00	1 do	
			2	New Orleans	3,773 tons guano	239,564 00	1 do	
			1	Wrecked	2,600 tons guano		1 Wrecked	
			1	New York	375 bbls. potatoes, 43,000 staves, 50 bbls. resin	12,050 00	1 Raisins, peanuts, locust beans	889 00
	1	Guayaquil	1	Buenos Ayres	489 bbls. tobacco	41,000 00	1 Ballast	
			1	Martinez	544 tons cocoa, cotton, Peruvian bark, and ivory nuts	485,000 00	1 do	
	9		9			840,314 00		5,889 00
Quarter ended March 31, 1958.	1	Callao	1	Cardiff	190 tons guano	162,000 00	500 Esparto grass	10,000 00
21 and 3d quarters		No reports						
SABA.								
D. B. Isuaga.								
Quarter ended December 31, 1957.	1	Trinidad	1	Cienfuegos	1 Lard and salt		1 Molasses	3,901 80
Quarter ended March 31, 1958.	4	New York	2	New York	Cooperage		Description not given	99,008 15
			1	Philadelphia	1 Ballast		1 do	29,696 88
			1	Callida	General cargo		1 do	
	1	Rt. John's	1	New York	Lumber		1 do	21,486 00
	1	Not stated	1	do	Cooperage and flour		1 do	30,607 50
	1	Cienfuegos	1	Philadelphia	Ballast		1 do	36,705 16
	2	Callida	2	do	do		1 do	47,412 75
	1	Panama	1	do	Yellow pine		1 do	91,405 99
	10		10					291,404 97

Quarter ended June 30, 1868.†	1	New York.....	1	Setubal .....	1	17 boxes medicine.....	410 00	1	Ballast.....	
						17 cases clocks.....	450 00			
						2 cases paint mills.....	116 00			
						17 cases wine.....	541 00			
Quarter ended September 30, 1868.§	1	New York.....	1	In port.....	1	1,110 bbls. petroleum .....	13,500 00	1	In port.....	
						25 tons logwood .....	550 00			
						1 case seeds.....	70 00			
						20 bales manilla hemp.....	570 00			
Quarter ended December 31, 1867.	1	New York.....	1	In port.....	1	800 bbls. petroleum .....	13,500 00	1	In port.....	
						300 cases naphtha.....	635 00			
						150 cases spts. turpentine.....	860 00			
						1 case crackers .....	40 00			
Quarter ended March 31, 1868.¶	1	New York.....	1	In port.....	1	72 cases wine.....	2,655 00	1	In port.....	
						4 cases pumps .....	300 00			
						270 bbls. resin .....	1,630 00			
							19,620 00	1		
Quarter ended March 31, 1868.¶	2	In port.....	1	New York.....	1	Before reported.....		1	General cargo .....	50,000 00
	8	Philadelphia.....	1	Newport .....	1	do .....		1	Ballast.....	
	4	New York.....	3	Savannah .....	3	16,933 bbls. petroleum .....	197,382 00	3	Hay, bricks, and ballast.....	5,000 00
	1	Tabasco .....	1	Newport .....	1	2,900 bbls. petroleum .....	34,800 00	1	Ballast.....	
Quarter ended March 31, 1868.¶	15		4	In port.....	4	12,791 bbls. petroleum.....	13,492 00	4	In port.....	
			1	Newport .....	1	3,101 bbls. petroleum .....	37,200 00	1	Ballast.....	
			1	Cardiff.....	1	3,066 bbls. petroleum .....	39,858 00	1	do .....	
			2	In port.....	2	6,977 bbls. petroleum.....	74,504 00	2	In port.....	
Quarter ended March 31, 1868.¶	1	Tabasco .....	1	do .....	1	435 tons mahogany .....	17,400 00	1	do .....	
							554,636 00	15		55,000 00
Quarter ended March 31, 1868.¶	4	In port.....	1	Genoa .....	1	Before reported.....		1	499 tons iron, flour, sugar.....	20,000 00
			1	Havana .....	1	do .....		1	360 tons bricks and hay.....	8,000 00
			2	do .....	2	do .....		2	750 tons bricks, hay, and coal .....	11,100 00

BELGIUM.

BELGIUM.  
ANTWERP.  
J. Wilson.

\* Entered and cleared: 3 brigs. Aggregate tonnage entered, 1,032.  
† Entered and cleared: 1 brig. Tonnage entered, 212.  
‡ Entered: 1 ship, 12 barks—13, and 2 in port. Cleared: 2 ships, 6 barks—8, and 7 in port. Aggregate tonnage entered, 7,121.  
¶ Entered: 1 ship, 3 barks, 3 brigs—7. Cleared: 1 ship, 9 barks, 4 brigs—14, and 1 in port. Aggregate tonnage entered, 3,499.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
<b>PORTUGUESE DOM'S.</b>								
<b>FUNCHAL.</b>								
<i>C. A. Lees.</i>								
Quarter ended December 31, 1867.*	2	Bangor.....	1	Bangor.....	Lumber and merchandise..... Oil on whaling voyage.....	\$11,125 00	Ballast..... In port..... Whaling voyage.....	
	1	Whaling voyage	1	In port				
	3		3	Whaling voyage				
Quarter ended March 31, 1868.†	1	In port.....	1	Teneriffe.....	Before reported.....		Ballast.....	
Quarter ended June 30, 1868.‡	2	Boston.....	1	Voyage	Ballast..... Staves and petroleum..... 118 ft. lumber..... 300 bbls. flour..... 500 bush. corn..... 5,000 staves..... Sundries.....	247 00	Ballast..... Inward cargo..... Ballast.....	
	1	Brunswick.....	1	Teneriffe.....		2,596 00		
	1		1	do		2,619 00		
	1	Philadelphia.....	1	West Indies	600 bbls. flour.....	481 25	In port.....	
	4		4		1,350 bags corn.....	538 39		
					3,600 staves.....	403 37		
Quarter ended September 30, 1868.§	1	In port.....	1	West Indies.....	Before reported.....	4,700 00	Ballast..... 501 bush. corn, 150 bbls. flour..... Ballast.....	\$4,850 00
	1	Teneriffe.....	1	Boston.....	40,000 staves.....	4,500 00		
	1	New York.....	1	Mulaga.....	2,000 staves, 2,500 ft. lumber, 500 bbls. flour, 7,000 bush. corn	4,000 00		
	1	Boston.....	1	Gibraltar.....	710 bbls. flour, 34,000 staves, 10,000 gals. petroleum, 181 pkgs. tobacco, and sundries.	2,800 00	Part inward cargo.....	9,785 17
	4		4			22,977 01		14,535 17



GHENT. D. Levison.	Quarter ended December 31, 1867.	3	New York .....	1	Navannah .....	3	Petroleum and general cargo.....	291, 536 00	1	General cargo.....	55, 000 00
		1	Shields .....	1	New York .....	1			1	Ballast .....	
		1	In port .....	1	In port .....	1			1	In port .....	
		1	Cardiff .....	1	Cardiff .....	1	Gnano .....	104, 400 00	1	Ballast .....	
		1	Shields .....	1	Shields .....	1	do .....	321, 647 00	1	do .....	
	Quarter ended March 31, 1868.	2	Buenos Ayres.....	1	In port .....	2	Wool and hides .....	125, 664 00	1	In port .....	
		2	Philadelphia.....	1	New Orleans .....	2	Petroleum .....		1	Ballast .....	
		1		1	In port .....	1			1	In port .....	
		20		20		20		2, 072, 505 00	20		185, 000 00
	3d and 4th quarters .....										
DOMINIONS OF THE NETHERLANDS. AMSTERDAM. C. Mueller.	Quarter ended December 31, 1867.		No arrivals .....							No departures .....	
	Quarter ended March 31, 1868.		No arrivals .....							No departures .....	
			No arrivals .....							No departures .....	
	Quarter ended June 30, 1868.	2	Java .....	2	In port .....	2	10,544 baskets sugar, 5,964 hides, 4,204 bales tobacco, 22,124 bdls. ratana.		2	In port .....	
	Quarter ended September 30, 1868. §	2	In port .....	1	Shields .....	1	5,999 bdls. sugar, 609 hides, 128 bales tobacco, 80 bags coffee, 8,200 bdls. ratana.		1	Ballast .....	
				1	Cardiff .....	1	4,645 baskets sugar, 5,344 hides, 4,076 bales tobacco, 13,924 bdls. ratana.		1	do .....	

\* Entered: 9 barks, 3 ships—12, and 7 in port. Cleared: 16 barks, 1 ship—17, and 2 in port. Aggregate tonnage entered, 8,372.  
† Entered: 12 ships, 5 barks, 1 brig—18, and 2 in port. Cleared: 9 ships, 3 barks, 1 brig—13, and 7 in port. Aggregate tonnage entered, 16,514.  
‡ Entered: 2 ships. In port, 2. Aggregate tonnage entered, 2,444.42.  
§ Entered: 3 ships, and 2 in port. Cleared: 4 ships, and 1 in port. Aggregate tonnage entered, 2,321.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED		VESSELS CLEARED		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
PORTUGUESE DOMB, LISBON. C. A. MARRON. Quarter ended September 30, 1888—Continued.	2	New York.....	2	Cadiz .....	143 500 staves .....	\$53,000 00	1 150 tons salt .....	\$400 00
	1	Philadelphia.....	1	Philadelphia.....	2 casks colored glass .....	150 00	1 Ballast .....	.....
					794 bbls. resin .....	3,970 00	1 200 tons general cargo.....	3,300 00
					10 bbls. turpentine.....	200 00		
					12,000 staves .....	1,900 00		
					30 boxes naphtha .....	150 00		
	1	Baltimore .....	1	Philadelphia .....	1,914 bbls. petroleum .....	19,140 00	1 14,000 bush. salt .....	390 00
	2	Boston .....	1	Malaga .....	340 cases petroleum .....	15,000 00	1 Inward cargo.....	30,000 00
					2,800 bbls. flour .....	15,000 00		
	1	Gibraltar.....	1	Palermo.....	1 300 tons general cargo.....	30,000 00	1 Ballast.....	.....
Oporto. H. W. DIMAN. Quarter ended December 31, 1887.*	1		1	Boston .....	21,600 staves .....	2,500 00	1 do .....	.....
	11		11			104,610 00		59,910 00
	3	New York.....	2	Malaga.....	3,467 bags wheat.....	34,461 00	2 Ballast.....	.....
					1,510 bbls. flour.....	16,850 00		
					413 logs mahogany .....	1,196 00		
					16,440 staves .....	3,729 00		
			1	Mexico .....	14 boxes clocks .....	248 00	1 do .....	.....
					2,000 bush. wheat.....	4,700 00		
					2,000 bbls. flour.....	21,500 00		
					23 tons logwood.....	475 00		
Quarter ended March 31, 1888.†					200 bbls. tallow.....	2,000 00		
	3		3			85,150 00		
	1	New York.....	1	Malaga.....	93,000 gals. petroleum.....	8,250 00	1 Ballast.....	.....
					1,000 gals. naphtha .....	300 00		
					Staves .....	2,000 00		
					Glassware .....	325 00		
					Resin .....	1,007 00		
					Tallow .....	4,800 00		

Quarter ended September 30, 1868. §	4						4	45,054 11				9,738 48
	1	In port	1	Singapore	1	Before reported	1				Tin, sugar, gum damar, &c.	104,720 28
	2	Acen.	1	Cheribon	1	Ballast	1				Ballast	
	2	Boston	1	Namarang	1	do	1				do	
	1	Cheribon	1	Probolingo	1	Chairs, ice, resin, &c.	1	16,162 27			Gum damar, sugar, coffee	126,867 49
	6		1	Singapore	1	Ice, tobacco, provisions	1	3,411 59			Ratans, sugar	8,872 56
CURAÇOA. J. Flaxon. Quarter ended December 31, 1867. ¶			6	Amsterdam	1	Ballast	1				Sugar, coffee, sapanwood, &c.	
							6	19,573 86				240,460 33
	5	New York	4	New York	4	General cargo	4	64,900 00			Goatkins, dye woods, fustic, divi-divi, hats, and coffee.	42,391 60
	1	Barbadoes	1	Ruatan	1	1,200 bush. corn, 20 muskets	1	2,080 00			Part of inward cargo	
	1	Laguayra	1	Boston	1	Ballast	1				3,525 bbls. salt	1,102 50
	1	Baltimore	1	St. Thomas	1	Came in for coal	1				100 tons fustic	1,880 00
Quarter ended March 31, 1868. ¶	1	Arroya	1	Navassa	1	120 bbls. flour, 4,394 bush. corn	1	7,976 00			Ballast	
	1	Grenada	1	New York	1	50 punc. bay rum, for New York	1				1,656 bbls. salt	874 40
	10		10	Bridgeport	1	Ballast	1				1,710 bbls. salt	546 43
							10	74,956 00				46,794 93
	1	Bangor	1	New York	1	12,000 feet white-pine lumber	1	2,873 75			192½ tons fustic	4,667 02
	3	New York	3	do	3	General cargo	3	43,000 00			Dyewoods, salt, skins, &c.	26,833 12
Quarter ended June 30, 1868. **	4		4		4			45,873 75				31,500 14
	1	Baltimore	1	St. Thomas	1	Corn, flour, meal	1	4,955 22			Ballast	
	1	New York	1	New York	1	General cargo	1				Fustic skins	3,880 00

\* Entered : 4 ships, and 1 in port. Cleared : 4 ships, and 1 in port. Aggregate tonnage entered, 4,019.  
† Entered : 3 ships, and 1 in port. Cleared : 3 ships, 1 steamer—4. Aggregate tonnage entered, 2,522.  
‡ Entered : 2 ships, 2 barks—4. Cleared : 2 barks, and 2 in port. Aggregate tonnage entered, 2,298.  
§ Entered : 5 ships, and 1 in port. Cleared : 5 ships, 1 bark—6. Aggregate tonnage entered, 4,396. 32.  
¶ Entered and cleared : 7 schooners, 1 steamer, 2 brigs—10. Aggregate tonnage entered, 2,280.  
|| Entered : 2 brigs, 2 schooners—4. Cleared : 2 brigs, 1 schooner—3, and 1 in port. Aggregate tonnage entered, 617.  
\*\* Entered : 3 schooners, 1 brig—4. Cleared : 2 schooners, and 2 in port. Aggregate tonnage entered, 626.



Quarter ended March 31, 1868.†	3		3		3		32,450 00	3		50,682 81
	1	Brazil	1	Brazil	1	Cattle	3,750 00	1	Produce	1,500 00
	1	Boston	1	Boston	1	Provisions	18,900 00	1	In port	
	2		2		2		22,650 00	2		1,500 00
Quarter ended June 30, 1868.††	1	In port	1	Boston	1	Before reported		1	Sugar and molasses	12,223 22
	2	Boston	2	do	2	Provisions	23,600 00	2	In port	
	1	Brazil	1	New York	1	Cattle	2,000 00	1	do	
	4		4		4		25,600 00	4		12,223 22
Quarter ended September 30, 1868.††	3	In port	1	New York	3	Before reported		1	Ballast	
	1	Boston	2	Boston	1	Provisions, &c.	14,900 00	2	Sugar and molasses	16,005 00
	4		4		4		14,900 00	1	do	12,815 07
										28,820 07
ROTTERDAM.										
Quarter ended December 31, 1867.††	1	In port	1	Cardiff	1	Before reported		1	Ballast	
	1	Callao	1	do	1	1,800 tons guano		1	do	
	2	Baltimore	1	Charleston	1	1,146 hhds. tobacco, 200 hhds. stems, 19,965 staves, 40 bags bark.		1	do	
	4		1	Cardiff	1	951 hhds. tobacco, 41 hhds. stems, 8,245 staves.		1	do	

\* Entered: 1 schooner, 1 brig—2, and 2 in port. Cleared: 1 schooner, 1 brig. 2 class not given—4. Aggregate tonnage entered, 362.  
† Entered and cleared: 1 bark, 1 ship—2. Aggregate tonnage entered, 1,441.43.  
‡ Entered and cleared: 1 bark. Tonnage entered, 384.64.  
§ Entered and cleared: 1 bark. Tonnage entered, 239 89.  
|| Entered: 1 brig, 1 bark—2, and 1 in port. Cleared: 2 brigs, 1 bark—3. Aggregate tonnage entered, 533 41.  
¶ Entered: 1 bark, 1 schooner—2. Cleared: 1 schooner, and 1 in port. Aggregate tonnage entered, 341.66.  
\*\* Entered: 1 bark, 2 schooners—3, and 1 in port. Cleared: 1 bark, and 3 in port. Aggregate tonnage entered, 304.84.  
†† Entered: 1 brig, and 3 in port. Cleared: 2 schooners, 1 bark, 1 brig—4. Tonnage entered, 288.08.  
‡‡ Entered: 3 ships, and 1 in port. Cleared: 4 ships. Aggregate tonnage entered, 3,027.17.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
DOMINIONS OF THE NETHERLANDS. AMSTERDAM. C. Mueller. Quarter ended December 31, 1867—Continued.	2	Java .....	1	Newcastle .....	1	1,206 tons rice, 145 chests tea, 400 bags pepper.	.....	1	Ballast .....	.....
	4	.....	1	In port .....	1	2,814 bales tobacco, 2,146 baskets, 934 bags sugar, 10 piculs sapanwood, 1,246 bbls. ratans.	.....	1	In port .....	.....
	1	Baltimore .....	1	Cardiff .....	1	1,066 bbls. tobacco, 16,055 pipe staves, 300 bbls. resin.	.....	1	Ballast .....	.....
	5	.....	5	.....	5	.....	.....	5	.....	.....
	5	.....	5	.....	5	.....	.....	5	.....	.....
BATAVIA. S. Higginson, jr. Quarter ended December 31, 1867.*	1	In port .....	1	Boston .....	1	Before reported .....	.....	1	15,041.51 piculs sugar .....	\$73,783 16
	1	Singapore .....	1	Probolingo .....	1	Ballast .....	.....	1	Ballast .....	.....
	1	Hong Kong .....	1	Sourabaya .....	1	.....do .....	.....	1	.....do .....	.....
	1	Mauritius .....	1	Indramayo .....	1	.....do .....	.....	1	.....do .....	.....
	1	Boston .....	1	In port .....	1	Ice and general cargo .....	\$30,000 00	1	In port .....	.....
Quarter ended March 31, 1868.†	5	.....	5	.....	5	.....	30,000 00	5	.....	73,783 16
	1	In port .....	1	Singapore .....	1	Before reported .....	.....	1	200 piculs ratans .....	952 59
	2	Boston .....	1	Shanghai .....	1	Ballast .....	.....	1	Ballast .....	.....
	1	.....	1	Probolingo .....	1	300 tons ice .....	3,200 00	1	.....	.....
	1	Indramayo .....	1	Amsterdam .....	1	100 bbls. apples .....	1,200 00	1	.....	.....
	4	.....	4	.....	4	50 cases tobacco .....	40 00	1	984½ piculs ratans .....	4,213 56
	1	.....	1	.....	1	800 cases petroleum .....	5,760 00	1	90,443 piculs rice .....	87,702 59
	1	.....	1	.....	1	Same as outward cargo .....	.....	1	157 piculs pepper, 259 piculs cubebs ..	3,568 00
	4	.....	4	.....	4	.....	10,200 00	4	.....	94,436 00
	4	.....	4	.....	4	.....	.....	4	.....	.....



57 HANSE TOWNS.  
56 BREMERHAVEN.  
C F. W. Specht.

Quarter ended December 31, 1867. ¶

Quarter ended March 31, 1868. \*\*

Quarter ended June 30, 1868. ††

Quarter ended September 30, 1868. ‡‡

2	In port	1	Shields	1	Before reported		1	Ballast	
1	Rangoon	1	Charleston	1	.....do		1	.....do	
3		3	Shields	1	18,700 bags rice		1	.....do	
1	Baltimore	1	Cardiff	3			3		
1	Saigon	1	In port	1	General cargo		1	Ballast	
1	Mobile	1	Cardiff	1	40,065 mats rice		1	In port	
1	Rangoon	1	In port	1	765 bales cotton		1	Ballast	
1	Gulveston	1	.....do	1	14,200 bags rice		1	In port	
5		5		1	975 bales cotton		1	.....do	
3	In port	3	Cardiff	5			5		
5	New Orleans	1	.....do	3	40,065 mats 14,200 bags rice, 975 bales cotton		3	Ballast	
8		2	New York	1	1,200 bales cotton, 150 hhds. tobacco		1	.....do	
2	In port	2	In port	2	1,911 bales cotton, 410 hhds. tobacco, 14,400 staves		1	General cargo	
8		8		2	34,650 staves, 1,324 hhds. tobacco, 626 bales cotton		1	Ballast	
2	In port	1	Shields	8			8		
2	New York	2	New York	1	Before reported		1	Ballast	
1	Galveston	2	Gothenburg	1	.....do		1	General cargo	
1	New Orleans	1	Cronstadt	2	Petroleum, staves, &c.		2	Ballast	
1	Rangoon	1	New York	1	1,818 bales cotton		1	.....do	
7		1	In port	1	Tobacco, cotton, staves		1	General cargo	
7		1		1	8,800 bags rice		1	In port	
7		7		7			7		

\* Entered: 3 ships, 1 brig—3. Cleared: 1 ship, and 2 in port; condemned, 1.  
† Entered: 1 ship, 1 bark—2, and 2 in port. Cleared: 2 ships; 1 sold, and 1 in port. Aggregate tonnage entered, 1,453. 62.  
‡ Entered: 2 ships, 1 bark—3, and 1 in port. Cleared: 2 barks, 1 ship—3, and 1 in port. Aggregate tonnage entered, 2,640. 76.  
§ Entered: 1, class not given; for sale. Tonnage entered, 162.  
¶ Entered: 1, class not given. Cleared: 1, sold.  
¶ Entered: 1 ship, and 2 in port. Cleared: 3 ships. Aggregate tonnage entered, 1,294.  
\*\* Entered: 2 ships, 1 bark, 2 schooners—5. Cleared: 1 bark, 1 schooner—2, and 3 in port. Aggregate tonnage entered, 2,989.  
†† Entered: 2 ships, 3 barks—5, and 3 in port. Cleared: 2 ships, 3 barks, 1 schooner—6, and 2 in port. Aggregate tonnage entered, 3,731.  
‡‡ Entered: 1 ship, 2 barks, 2 schooners—5, and 2 in port. Cleared: 3 ships, 1 bark, 2 schooners—6, and 1 in port. Aggregate tonnage entered, 2,904..

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
HANSE TOWNS. HAMBURG. <i>S. F. Williams.</i> Quarter ended December 31, 1867.* Quarter ended March 31, 1868.† Quarter ended June 30, 1868.‡ Quarter ended September 30, 1868.§	1	Baker's Island...	1	Shields .....	1 1,300 tons guano .....	\$65,000 00	1 Ballast .....	.....
	1	New Orleans.....	1	England.....	1 Cotton .....	70,000 00	1 do .....	.....
	1	New York.....	1	New York.....	1 2,250 bbls. petroleum.....	31,500 00	1 General cargo.....	.....
	1	Baker's Island...	1	England.....	1 1,300 tons guano .....	50,000 00	1 Ballast .....	.....
	1	Philadelphia .....	1	do .....	1 7,770 bbls. petroleum.....	108,780 00	1 do .....	.....
	3	.....	3	.....	.....	190,280 00	.....	.....
	1	Callao .....	1	England.....	1 2,600 tons guano .....	100,000 00	1 Ballast .....	.....
	1	Calcutta.....	1	do .....	1 General cargo .....	250,000 00	1 do .....	.....
	2	.....	2	.....	.....	350,000 00	.....	.....
	.....	No arrivals .....	.....	.....	.....	.....	No departures.....	.....
DANISH DOMINIONS. COPENHAGEN. <i>S. A. Heckeler.</i> Quarter ended December 31, 1867. Quarter ended March 31, 1868.¶ Quarter ended June 30, 1868.¶	1	New York.....	1	New York.....	1 2,434 bbls. petroleum.....	31,576 56	1 250 bales linen rags.....	\$3,277 80
	.....	.....	.....	.....	100 bbls. spirits turpentine.....	1,882 48	2,241 empty casks.....	1,651 92
	1	.....	1	.....	150 bbls. resin .....	753 16	.....	.....
	1	.....	1	.....	.....	34,212 90	.....	4,989 72
	1	Philadelphia.....	1	Copenhagen .....	1 2,998 bbls. petroleum.....	25,331 00	1 Ballast .....	.....

R. A. Finlay. Quarter ended December 31, 1867.**	3	New York.....	2	New York.....	200 bbls. alewives, 56 bbls. mackerel, 100 bbls. 200 hhds. 200 bxs. herrings, 25 casks 30 drums hake, 250 bbls. rye flour, 95 bbls. pork, 20 bbls. 9 casks navy bread, 10 bbls. 10 t-bbls. pilot bread, 30 bxs. soda biscuit, 470 bxs. starch, 50 bxs. 4 cases cheese, 30 punc. 150 hhds. 500 bbls. corn meal, 100 pieces board, 200 bbls. 50 t-bbls. flour, 100 pans lard, 52 pans butter, 10 kegs crackers, 6 t-bbls. 10 t-bbls. beef, 5 t-bbls. tongue, 12 kegs nails, 6 plows, 131 pieces castings, 6 plow-beams, 2 doz. plow handles, 20 bxs. soap, 2 roof hides, 4,000 hoops, 2 tcs. hams, 200 bbls. peas.	26, 383 02	2	Rum, hides, old metals, &c.....	4, 439 80
	1	Fredericksted....	1	Fredericksted....	309 alewives, 50 bbls. rye flour, 25 bbls. navy bread, 10 bbls. 10 t-bbls. pilot bread, 2 cans lard, 4 plows, 11,900 hoops, 2 tcs. hams, 145 bxs. candles.	16, 579 55	1	To Fredericksted .....	
	2	New Haven .....	1	Turk's Island....	33 bbls. alewives, 10 casks hake, 50 bbls. rye flour, 28 bbls. pork, 10 casks navy bread, 100 bxs. starch, 200 bxs. cheese, 200 punc. corn meal, 99 bbls. flour, 20 pans lard, 50 pans butter, 100 bbls. beef, 22,500 hoops, 103 bxs. candles, 20 bush. potatoes, 20 bbls. onions, 30,000 Albany shingles, 300 pair heads, 60 nests casks.	13, 491 47	1	Ballast .....	
	1	New Haven .....	1	New Haven .....	75 bxs. herrings, 25 bbls. rye flour, 20 bbls. mess pork, 20 bbls. prime pork, 100 bxs. starch, 20 bxs. cheese, 150 punc. corn meal, 124 bbls. flour, 50 pans butter, 10 t-bbls. 5 t-bbls. beef, 1 tcs. hams, 50 bxs. 100 t-bxs. can- dles, 9,500 hoops, 24 bbls. potatoes, 20 bbls. onions, 60 nests casks.	11, 160 13	1	.....do .....	
	1	Jacksonville .....	1	West End .....	Pitch-pine lumber.....	2, 400 00	1	Fredericksted returns.....	

\* Entered and cleared : 1 ship. Tonnage entered, 1,029.  
† Entered and cleared : 2 ships, 1 bark—3. Aggregate tonnage entered, 2,469.  
‡ Entered and cleared : 1 bark. Tonnage entered, 436.27.  
\*\* Entered : 1 bark, 5 brigs, 1 schooner—7. Cleared : 1 bark, 5 brigs—6, and 1 in port. Aggregate tonnage entered, 1,231.27.  
† Entered and cleared : 1 schooner. Tonnage entered, 414.  
‡ Entered and cleared : 2 ships. Aggregate tonnage entered, 1,363.  
‡ Entered and cleared : 1 brig. Tonnage entered, 451.13.



DANISH DOMINIONS.

Quarter ended September 30, 1868.†	8		8		8		75,766 12	8		14,888 10
	1	In port	1	Fredericksted	1	Before reported		1	See Fredericksted returns	
	1	Norfolk	1	New Haven	4	Provisions, &c	51,114 90	1	Sugar and molasses	11,498 97
	1	New Haven	1	Fredericksted	1	White-pine lumber	3,200 00	1	Ballast	
	2	New York	1	do				1	12 hhd. sugar	773 60
ELSNORE. G. P. Hansen.	1	Freeport	1	do				1		
	6		6		6		54,314 90	6		12,272 57
	1	Cronstadt	1	Boston	1	Put in to discharge pilot and ship sea-men.		1		
		No report								
	1	New York	1	Cronstadt	1	Put in to discharge pilot and ship sea-men.		1		
Quarter ended June 30, 1868.‡	2	Cronstadt	2	New York	2	Put in to discharge pilot, &c		2		
Quarter ended September 30, 1868.¶										
FREDERICKSTED. R. A. Finlay.	2	New York	2	New York	2	General cargo		2	Ballast	
	2	Christiansted	1	St. Thomas	2	Provisions, &c	32,907 61	1	Wrecked	
	1	Bangor	1	Navassa	2	White-pine lumber	5,465 53	1	In port	
			1	In port	1			1	In port	
	5		5		5		38,373 14	5		
Quarter ended March 31, 1868.¶¶	1	In port	1	New York	1	Before reported		1	23 hhd. sugar, 1 caak, 8 bbl. molasses, 3 deer, 40 goat skins, 35 sheep skins, 156 hides, 14,000 oranges.	3,291 21

\* Entered: 2 brigs, 3 schooners, 1 bark—6, and 1 in port. Cleared: 3 schooners, 2 brigs, 1 bark—6, and 1 in port. Aggregate tonnage entered, 1,146.46.

† Entered: 2 barks, 4 brigs, 1 schooner—7, and 1 in port. Cleared: 1 bark, 4 brigs, 2 schooners—7, and 1 in port. Aggregate tonnage entered, 1,266.91.

‡ Entered: 2 schooners, 2 brigs, 1 bark—5, and 1 in port. Cleared: 2 schooners, 2 brigs, 2 barks—6. Aggregate tonnage entered, 958.95.

§ Entered and cleared: 1 bark. Tonnage entered, 504. || Entered and cleared: 1 bark. Tonnage entered, 442.

¶ Entered and cleared: 1 ship, 1 bark—2. Aggregate tonnage entered, 1,055. \*\* Entered: 5 brigs. Cleared: 2 brigs, 1 wrecked, and 2 in port. Aggregate tonnage entered, 1,036.69.

¶¶ Entered: 5 brigs, 4 schooners—9, and 1 in port. Cleared: 5 brigs, 4 schooners—9, and 1 in port. Aggregate tonnage entered, 1,737.71.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
HANSE TOWNS. HAMBURG S. F. Williams. Quarter ended December 31, 1867.	1	Baker's Island	1	Shields		\$65,000 00	Ballast	
	1	New Orleans	1	England		70,000 00	do	
	1	New York	1	New York	2,250 bbls. petroleum	31,500 00	General cargo	
	1	Baker's Island	1	England	1,300 tons guano	50,000 00	Ballast	
	1	Philadelphia	1	do	7,770 bbls. petroleum	108,780 00	do	
Quarter ended March 31, 1868.†	3		3			190,280 00		
Quarter ended June 30, 1868.‡	1	Callao	1	England	2,000 tons guano	100,000 00	Ballast	
	1	Calcutta	1	do	General cargo	250,000 00	do	
	2		2			350,000 00		
Quarter ended September 30, 1868.§								
DANISH DOMINIONS. COPENHAGEN. S. A. Hecksler. Quarter ended December 31, 1867.		No arrivals					No departures	
	1	New York	1	New York	2,434 bbls. petroleum	31,576 56	250 bales linen rags	\$3,977 90
					100 bbls. spirits turpentine	1,582 48	2,241 empty casks	1,651 92
					150 bbls. resin	753 16		
	1		1			34,912 90		4,939 72
Quarter ended June 30, 1868.¶	1	Philadelphia	1	Copenhagen	2,008 bbls. petroleum	20,365 00	Ballast	



## DANISH DOMINIONS.

[illegible]

\* Entered: 6 brigs, 4 schooners—10, and 1 in port. Cleared: 5 brigs, 3 schooners—8, and 3 in port. Aggregate tonnage entered, 2,393.99.

Entered: 3 brigs, 1 bark, 2 schooners—6, and 3 in port. Cleared: 4 brigs, 1 bark, 2 schooners—7, and 2 in port. Aggregate tonnage entered, 1,633. 18.

Entered: 10 steamers, 1 ship, 6 barks, 16 brigs, 21 schooners—54, and 2 in port. Cleared: 9 steamers, 3 barks, 6 brigs, 14 schooners—32, and 18 in port, 5 wrecked, 1 condemned and sold. Aggregate tonnage entered, 24,676.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels	Where from.	No. of vessels	Where for.	Description.	Value.	Description.	Value.
DANISH DOMINIONS CHRISTIANSTED, R. A. Finlay. Quarter ended December 31, 1867—Continued.	1	St. George, N. B.	1	In port	110,623 feet white-pine boards, 52,830 feet spruce-pine boards, 5,430 feet white-pine plank, 200,000 feet cedar shingles.	\$3,898 57	1 In port	
	7		7			73,912 74		\$4,439 80
	1	In port	1	Savannah	Before reported.		1 Ballast	
Quarter ended March 31, 1868.	2	New Haven	1	Frederickstad	1 500 puns, 50 bbls. corn meal, 146 bbls. flour, 1700 bbls. alewives, 10 casks hake fish, 27 bbls. beef and pork, 10 kils mackerel, 3 casks beans, 130 pads butter and lard, 100 bxs. starch, 150 bxs. candles, 86 nests oaks, 34 mo-lasses barrels, 12,800 wood hoops, 64 bbls. alewives, 15,000 wood hoops, 100 nests oaks, 25 molasses hogsheads, 20 bbls. flour.	14,151 30	1 Frederickstad returns	
	2	St. Thomas	1	In port	1 800 bbls. feet spruce and pine lumber, 800,000 shingles.	2,979 00	1 In port	
	2	New York	1	Porto Rico	1 Ballast	5,063 65	1 12 bbls. sugar and 1 bale	803 39
Quarter ended June 30, 1868.	1	In port	1	Frederickstad	1 384 puns 218 bbls. meal, 100 bbls. rye flour, 20 casks 60 bbls. bread, 45 bbls. pork 20 mules, 10,750 hogs, 300 gals. kerosene oil, &c.	22,813 62	1 Frederickstad returns	
	1	Frederickstad	1	Frederickstad	1 116 puns 569 bbls. meal 225 bbls. flour, 66 bbls. pork 32,500 hoops, 125 bxs soap, 22 lbs butter, &c.	15,201 24	1 Frederickstad returns	
	7		7			611,289 01		803 39
Quarter ended June 30, 1868.	1	In port	1	Frederickstad	Before reported		1 See Frederickstad returns	
	1	Mayaguez	1	do	1 Ballast		do	
	1	New Haven	1	do	1 Provisions	11,810 06	do	

NEW YORK.....		BRAZIL.....		GENERAL CARGO.....		TUNNAGE, TONS.....		GENERAL CARGO.....		TUNNAGE, TONS.....	
2	St. Kitt's.....	1	St. Croix.....	1	do.....	10,000 00	1	Ballast.....	1	do.....	250,000 00
1	Cuvacao.....	2	Turk's Island.....	1	Molasses.....	500 00	1	Molasses.....	1	do.....	500 00
3	Brazil.....	1	Rhode Island.....	1	Ballast.....	.....	1	Ballast.....	1	do.....	.....
3	Barbadoes.....	1	New York.....	2	Coffee.....	200,000 00	2	Coffee.....	2	do.....	200,000 00
1	Martinique.....	1	Porto Rico.....	1	Ballast.....	.....	1	Ballast.....	1	do.....	.....
1	Rosario.....	1	Turk's Island.....	1	do.....	.....	1	do.....	1	do.....	.....
1	Montevideo.....	2	Cuba.....	2	do.....	.....	2	do.....	2	do.....	.....
1	Key West.....	1	Porto Rico.....	1	do.....	.....	1	do.....	1	do.....	.....
1	Lisbon.....	1	Jamaica.....	1	do.....	.....	1	do.....	1	do.....	.....
1	Boston.....	1	Porto Rico.....	1	do.....	.....	1	do.....	1	do.....	.....
1	Laguayra.....	1	Inagua.....	1	do.....	.....	1	do.....	1	do.....	.....
1	Antigua.....	1	Cuba.....	1	Ice, &c.....	4,000 00	1	do.....	1	do.....	.....
31	.....	31	New York.....	1	Ballast.....	.....	1	do.....	1	do.....	.....
1	In port.....	1	In port.....	1	Ballast.....	.....	1	In port.....	1	In port.....	683,500 00
1	Jacksonville.....	1	Porto Rico.....	1	Before reported.....	.....	1	Ballast.....	1	do.....	.....
2	St. Croix.....	1	do.....	1	Lumber.....	3,000 00	1	do.....	1	do.....	.....
3	Rio de Janeiro.....	1	Turk's Island.....	1	Ballast.....	.....	1	do.....	1	do.....	.....
6	New York.....	1	New York.....	1	do.....	.....	1	do.....	1	do.....	.....
1	St. Kitt's.....	3	do.....	3	Coffee.....	300,000 00	1	Old iron, &c.....	3	Coffee.....	8,000 00
1	Teneriffe.....	1	Cuba.....	1	Coals.....	2,000 00	3	Coffee.....	1	Ballast.....	300,000 00
1	Boston.....	3	Rio de Janeiro.....	3	General merchandise.....	235,000 00	3	General merchandise.....	3	General merchandise.....	235,000 00
1	Grenada.....	2	In port.....	2	do.....	27,000 00	2	In port.....	2	In port.....	.....
1	Buenos Ayres.....	1	Porto Rico.....	1	Ballast.....	.....	1	Ballast.....	1	do.....	.....
18	.....	18	Turk's Island.....	1	do.....	.....	1	do.....	1	do.....	.....
1	.....	1	do.....	1	General cargo.....	5,000 00	1	do.....	1	do.....	.....
1	.....	1	Inagua.....	1	Ballast.....	.....	1	do.....	1	do.....	.....
1	.....	1	Mexico.....	1	do.....	.....	1	do.....	1	do.....	.....
18	.....	18	.....	18	.....	572,000 00	18	.....	18	.....	543,000 00

Quarter ended September 30, 1868. †

\* Entered : 4 steamers, 2 ships, 4 barks, 3 brigs, 5 schooners, 1 sloop—19, and 19 in port. Cleared : 5 steamers, 2 ships, 6 barks, 10 brigs, 10 schooners—33 ; condemned 2, and 3 in port. Aggregate tonnage entered, 12,572.  
† Entered : 5 steamers, 5 barks, 6 brigs, 11 schooners—27, and 4 in port. Cleared : 5 steamers, 5 barks, 7 brigs, 11 schooners, 1 ship, 1 sloop—30 and 1 in port. Aggregate tonnage entered, 16,471.  
‡ Entered : 6 steamers, 2 barks, 7 brigs, 2 schooners—17, and 1 in port. Cleared, 6 steamers, 2 barks, 5 brigs, 3 schooners—16, and 2 in port. Aggregate tonnage entered, 15,515.



CRONSTADT. A. Wilkins. Quarter ended December 31, 1867.†	5	In port .....	1	New York .....	1	Before reported .....	1	8,360 lbs. clean hemp, 134 lbs. junk, 12,656 lbs. rags, 56 lbs. bristles, 40,000 ash. crash, 2,250 pea. mats.	.....
			3	Boston .....	3	do .....	3	20,230 lbs. sheet iron, 30,306 lbs. mats, 446,000 ash. crash, 870 lbs. 8,800 pea. mats, 303 lbs. bristles, 324 lbs. red leather, 194 lbs. cordage.	.....
			1	Dublin .....	1	do .....	1	1,560 st. doz. deals .....	Reals 7, 020
	1	New York .....	1	New York .....	1	2,500 bbls. petroleum .....	1	3,318 lbs. sheet iron, 11,361 lbs. clean hemp, 1,761 lbs. cordage, 199 lbs. red leather, 364 lbs. horse hair, 140,000 ash. crash, 11,000 pea. mats.	
	1	New Orleans .....	1	London .....	1	1,975 bales cotton .....	1	2,486 st. doz. deals .....	11, 187
	7	.....	7	.....	7	.....	7	.....	18, 207
	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	\$14, 019 39
	2	New York .....	1	New York .....	1	5,345 bbls. petroleum .....	1	Sheet iron, cordage, bristles, horse hair, crash, mats, &c.	.....
			1	Boston .....	1	Petroleum, sarsaparilla, quercitron bark, cigars, carriage.	1	Sheet iron, flax tow, cordage, junk, bristles, red leather, horse hair, cow hair, mats, &c.	.....
	1	Philadelphia .....	1	New York .....	1	2,456 bbls. petroleum .....	1	Sheet iron, cordage, crash, mats ..	.....
2d quarter..... Quarter ended June 30, 1868.‡	3	.....	3	.....	3	.....	3	.....	.....
	1	Bremen .....	1	New York .....	1	Ballast .....	1	Sheet iron, clean hemp, cordage, junk, horse hair, &c.	.....
	1	New York .....	1	.....do .....	1	2,163 bbls. petroleum .....	1	Sheet iron, cordage, junk, crash, diapers, mats, &c.	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ended September 30, 1868.§	1	Bremen .....	1	New York .....	1	Before reported .....	1	8,360 lbs. clean hemp, 134 lbs. junk, 12,656 lbs. rags, 56 lbs. bristles, 40,000 ash. crash, 2,250 pea. mats.	.....
	3	.....	3	Boston .....	3	do .....	3	20,230 lbs. sheet iron, 30,306 lbs. mats, 446,000 ash. crash, 870 lbs. 8,800 pea. mats, 303 lbs. bristles, 324 lbs. red leather, 194 lbs. cordage.	.....
	1	Dublin .....	1	Dublin .....	1	do .....	1	1,560 st. doz. deals .....	Reals 7, 020
	1	New York .....	1	New York .....	1	2,500 bbls. petroleum .....	1	3,318 lbs. sheet iron, 11,361 lbs. clean hemp, 1,761 lbs. cordage, 199 lbs. red leather, 364 lbs. horse hair, 140,000 ash. crash, 11,000 pea. mats.	
	1	New Orleans .....	1	London .....	1	1,975 bales cotton .....	1	2,486 st. doz. deals .....	11, 187
	7	.....	7	.....	7	.....	7	.....	18, 207
	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	\$14, 019 39
	2	New York .....	1	New York .....	1	5,345 bbls. petroleum .....	1	Sheet iron, cordage, bristles, horse hair, crash, mats, &c.	.....
			1	Boston .....	1	Petroleum, sarsaparilla, quercitron bark, cigars, carriage.	1	Sheet iron, flax tow, cordage, junk, bristles, red leather, horse hair, cow hair, mats, &c.	.....
	1	Philadelphia .....	1	New York .....	1	2,456 bbls. petroleum .....	1	Sheet iron, cordage, crash, mats ..	.....
Quarter ended September 30, 1868.¶	3	.....	3	.....	3	.....	3	.....	.....
	1	Bremen .....	1	New York .....	1	Ballast .....	1	Sheet iron, clean hemp, cordage, junk, horse hair, &c.	.....
	1	New York .....	1	.....do .....	1	2,163 bbls. petroleum .....	1	Sheet iron, cordage, junk, crash, diapers, mats, &c.	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Entered and cleared : 1 schooner. Tonnage entered, 133.  
† Entered and cleared : 2, class not given. Aggregate tonnage entered, 681. 84.  
‡ Entered and cleared : 1 steamer, 2 brigs, 2 barks—5. Aggregate tonnage entered, 1,310. 04.  
§ Entered : 2 barks, and 5 in port. Cleared : 6 barks, 1 brig—7. Aggregate tonnage entered, 1,155. 33.  
|| Entered and cleared : 1 ship, 2 barks—3. Aggregate tonnage entered, 1,375. 24.  
¶ Entered and cleared : 1 ship, 1 bark, 1 brig—3. Aggregate tonnage entered, 1,451. 15.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.	Value.
RUSSIAN DOMINIONS.  CRONSTADT. A. Wilkins. Quarter ended September 30, 1868—Continued.	1	Stettin .....	1	Boston .....	1	Ballast .....	1	Sheet iron, flax tow, cordage, junk, cow hair, mats.	.....
	3	.....	3	.....	3	.....	3	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
ODESSA. T. C. Smith. Quarter ended December 31, 1867.	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures .....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures .....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures .....	.....
REVEL. H. B. Stacy. Quarter ended December 31, 1867.	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures .....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures .....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures .....	.....
PRUSSIAN DOMINIONS. ALTONA. W. Marsh. Quarter ended December 31, 1867.	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	.....
	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	.....
	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	.....



Quarter ended December 31, 1867.*	4 New York .....	4 New York .....	4 General cargo, passengers .....	4 General cargo, passengers .....	
	1 Akyab .....	1 Cardiff .....	1 20,400 bags rice .....	1 Ballast .....	
	1 Bassein .....	1 In port .....	1 16,976 bags rice .....	1 In port .....	
	6 .....	6 .....	6 .....	6 .....	
Quarter ended March 31, 1868.†	1 In port .....	1 Shields .....	1 Before reported .....	1 Ballast .....	
	1 Savannah .....	1 Shields .....	1 1,753 bales cotton .....	1 .....	
	1 Mobile .....	1 Cardiff .....	1 1,114 bales cotton, 1,000 pipe staves .....	1 .....	
	3 .....	3 .....	3 .....	3 .....	
Quarter ended June 30, 1868.‡	3 New York .....	2 New York .....	2 General cargo .....	2 Passengers .....	
	3 .....	1 In port .....	1 .....	1 In port .....	
	3 .....	3 .....	3 .....	3 .....	
	3 .....	3 .....	3 .....	3 .....	
Quarter ended September 30, 1868.§	1 In port .....	1 New York .....	1 Before reported .....	1 General cargo .....	
	4 New York .....	4 New York .....	4 General cargo .....	4 .....	
	5 .....	5 .....	5 .....	5 .....	
	5 .....	5 .....	5 .....	5 .....	
1st, 2d, and 3d quarters ..	No arrivals .....	No arrivals .....	No arrivals .....	No departures .....	
	No arrivals .....	No arrivals .....	No arrivals .....	No departures .....	
	No arrivals .....	No arrivals .....	No arrivals .....	No departures .....	
	No arrivals .....	No arrivals .....	No arrivals .....	No departures .....	
Quarter ended September 30, 1868.	3 Philadelphia .....	1 Gêfle .....	1 2,000 bbls. petroleum .....	1 Ballast .....	
	3 Philadelphia .....	1 Cronstadt .....	1 2,600 bbls. petroleum .....	1 .....	
	1 New York .....	1 In port .....	1 2,181 bbls. petroleum .....	1 In port .....	
	1 New York .....	1 Stockholm .....	1 3,000 bbls. petroleum .....	1 Ballast .....	
	4 .....	4 .....	4 .....	4 .....	
	4 .....	4 .....	4 .....	4 .....	
	4 .....	4 .....	4 .....	4 .....	
	4 .....	4 .....	4 .....	4 .....	

\* Entered: 4 steamers, 2 ships—6. Cleared: 4 steamers, 1 ship—5, and 1 in port. Aggregate tonnage entered, 12,822.39.  
† Entered: 2 ships, and 1 in port. Cleared: 3 ships. Aggregate tonnage entered, 1,106.94.  
‡ Entered: 3 steamers. Cleared: 2 steamers, and 1 in port. Aggregate tonnage entered, 4,337.13.  
§ Entered: 4 steamers, and 1 in port. Cleared: 5 steamers. Aggregate tonnage entered, 9,357.04.  
|| Entered: 3 brigs, 1 bark—4. Cleared: 2 brigs, 1 bark—3, and 1 in port. Aggregate tonnage entered, 1,517.58.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.			CARGOES OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
AUSTRIA. TRIESTE. A. W. Thayer. Quarter ended December 31, 1867.  Quarter ended March 31, 1868.*  3d quarter.....	.....	No arrivals .....	.....	.....	.....	No departures.....	.....	.....	No departures.....	.....
	3	Philadelphia .....	1	Messina .....	1	1,875 bbls. petroleum.....	\$24,004 00	1	Ballast .....	.....
	.....	.....	1	Bordeaux.....	1	2,500 bbls. petroleum.....	27,490 98	1	Staves.....	.....
	3	.....	1	Licata.....	1	2,278 bbls. petroleum.....	22,325 64	1	Ballast .....	.....
	.....	.....	3	.....	3	.....	73,820 62	.....	.....	.....
Quarter ended September 30, 1868.†	.....	No arrivals .....	.....	.....	.....	No departures.....	.....	.....	No departures.....	.....
	1	Philadelphia .....	1	Sicily.....	1	2,601 bbls. petroleum.....	35,113 00	1	32 bbls. gum .....	\$2,575 00
	1	.....	1	.....	1	.....	35,113 00	1	573 bbls. mustard seed .....	5,298 00
ITALY. BRINDISI. F. B. Hocking. Quarter ended December 31, 1867.  2d, 3d, and 4th quarters ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	No arrivals .....	.....	.....	.....	No departures.....	.....	.....	No departures.....	.....
	.....	No arrivals .....	.....	.....	.....	No departures.....	.....	.....	No departures.....	.....

3d and 4th quarters	No reports								
GENOA. O. M. Spencer. Quarter ended December 31, 1867. §									
	1 In port	1 New York	1 Before reported	300,000 00	1 Marble, rags, &c				32,000 00
	4 New York	2 Leghorn	2 Tobacco	280,000 00	2 Ballast				
		2 In port	2 do		2 In port				
	2 Philadelphia	2 Sicily	2 Petroleum	59,000 00	2 Ballast				
	1 Callao	1 In port	1 Guano		1 In port				
	8	8	8	639,000 00					32,000 00
	3 In port	2 New York	3 Before reported		3 Marble, &c				70,000 00
	6 New York	1 Boston	1 Tobacco, extract of logwood	120,000 00	1 Ballast				
Quarter ended March 31, 1868. ¶		3 Leghorn	2 Petroleum	122,000 00	2 do				
			3 Tobacco, alcohol, coffee, &c	153,000 00	3 do				
	1 Antwerp	3 Sicily	1 Sugar and general cargo	96,000 00	1 do				
	1 Mobile	1 Catania	1 Cotton	190,000 00	1 do				
	1 New Orleans	1 Licata	1 do	180,000 00	1 In port				
	1 Boston	1 In port	1 Coffee, cocoa, &c	111,000 00	1 Ballast				
	13	13	13	972,000 00					70,000 00
	1 In port	1 Philadelphia	1 Before reported	420,000 00	1 General cargo				20,000 00
	2 New Orleans	2 Leghorn	2 311 bales cotton	232,000 00	2 Ballast				
Quarter ended June 30, 1868. ¶		1 do	1 Cotton	60,000 00	1 do				
	1 Bermuda	1 Palermo	1 Tobacco	26,000 00	1 do				
	1 Philadelphia	1 New York	1 2,014 bbls. petroleum	50,000 00	1 General cargo				16,000 00
	2 New York	1 Leghorn	1 General cargo	50,000 00	1 Ballast				
		1 Mentone	1 Petroleum	50,000 00	1 do				
	1 Cadix	1 Philadelphia	1 16 tons logwood		1 General cargo				19,000 00
	9	9	9	838,000 00					55,000 00

\* Entered and cleared: 2 barks, 1 brig—3. Aggregate tonnage entered, 1,116.65

† Entered and cleared: 1 bark. Tonnage entered, 422.49.

‡ Entered and cleared: 2 barks. Tonnage not given.

§ Entered: 3 ships, 2 barks, 1 schooner, 1 brig—7, and 1 in port. Cleared: 2 ships, 1 bark, 1 schooner, 1 brig—5, and 3 in port. Aggregate tonnage entered, 2,578.

¶ Entered: 6 barks, 3 brigs, 1 schooner—10, and 3 in port. Cleared: 2 ships, 6 barks, 3 brigs, 1 schooner—12, and 1 in port. Aggregate tonnage entered, 3,328.

¶ Entered: 5 barks, 2 schooners, 1 brig—8, and 1 in port. Cleared: 6 barks, 2 schooners, 1 brig—9. Aggregate tonnage entered, 3,949.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels.	Where from.	No. of vessels.	Where for.	Description.	Value.	Description.	Value.
<b>RUSSIAN DOMINIONS.</b>								
<b>CHRONSTADT.</b>								
<i>A. Wilkins.</i>								
Quarter ended September 30, 1866—Continued.	1	Stettin .....	1	Boston .....	1 Railroad .....	.....	Sheet iron, flux tow, cordage, junk, cow hair, mate.	.....
	3		3			\$29,071		.....
<b>ODESSA.</b>								
<i>T. C. Smith.</i>								
Quarter ended December 31, 1867.	.....	No arrivals.....	.....		.....	.....	No departures .....	.....
Quarter ended March 31, 1868.	.....	No arrivals.....	.....		.....	.....	No departures .....	.....
3d and 4th quarters.....	.....	No arrivals.....	.....		.....	.....	No departures .....	.....
<b>RYM.</b>								
<i>H. B. Stacy.</i>								
Quarter ended December 31, 1867.	.....	No arrivals.....	.....		.....	.....	No departures .....	.....
2d, 3d, and 4th quarters...	.....	No arrivals.....	.....		.....	.....	No departures .....	.....
<b>PRUSSIAN DOMINIONS.</b>								
<b>ALTONA.</b>								
<i>W. Marsh.</i>								
Quarter ended December 31, 1867.	.....	No arrivals .....	.....		.....	.....	No departures .....	.....
2d, 3d, and 4th quarters...	.....	No arrivals .....	.....		.....	.....	No departures .....	.....

Quarter ended June 30, 1868. //		Quarter ended September 30, 1868. //	
1 Philadelphia	1 Philadelphia	1 Philadelphia	1 Philadelphia
2 Tarragona	1 In port	1 In port	1 In port
3 Genoa	1 Boston	1 Boston	1 Boston
	1 New York	1 New York	1 New York
2 Naples	1 In port	1 In port	1 In port
2 Marseilles	2 New York	2 New York	2 New York
1 Messina	2 Boston	2 Boston	2 Boston
	1 In port	1 In port	1 In port
17	17	17	17
3 In port	1 Boston	1 Boston	1 Boston
1 St. Croix	2 New York	2 New York	2 New York
2 Philadelphia	1 Boston	1 Boston	1 Boston
5 New York	1 Philadelphia	1 Philadelphia	1 Philadelphia
	1 Menton	1 Menton	1 Menton
	2 New York	2 New York	2 New York
	2 Philadelphia	2 Philadelphia	2 Philadelphia
1 Malaga	1 In port	1 In port	1 In port
1 Marseilles	1 New York	1 New York	1 New York
1 Valencia	1 Philadelphia	1 Philadelphia	1 Philadelphia
3 Genoa	1 do	1 do	1 do
	2 New York	2 New York	2 New York
	1 In port	1 In port	1 In port
17	17	17	17
2 In port	1 New York	1 New York	1 New York
4 New York	1 Boston	1 Boston	1 Boston
	3 New York	3 New York	3 New York
	1 In port	1 In port	1 In port

\* Entered: 1 ship, 7 brigs, 5 barks, 1 schooner—14. Cleared: 1 ship, 4 brigs, 5 barks, 1 schooner—11, and 3 in port. Aggregate tonnage entered, 5,863.  
† Entered and cleared: 1 brig. Tonnage entered, 283.16.  
‡ Entered: 2 ships, 2 barks, 2 brigs, 2 schooners—8, and 2 in port. Cleared: 3 ships, 1 brig, 1 schooner—5, and 5 in port. Aggregate tonnage entered, 4,477.  
§ Entered: 5 barks, 2 brigs, 5 schooners—12, and 5 in port. Cleared: 1 ship, 5 barks, 3 brigs, 5 schooners—14, and 3 in port. Aggregate tonnage entered, 5,561.  
|| Entered: 4 barks, 4 brigs, 6 schooners—14, and 3 in port. Cleared: 5 barks, 4 brigs, 6 schooners—15, and 2 in port. Aggregate tonnage entered, 5,258.  
¶ Entered: 2 ships, 10 barks, 3 brigs, 2 schooners—17, and 2 in port. Cleared: 1 ship, 9 barks, 2 brigs, 2 schooners—14, and 5 in port. Aggregate tonnage entered, 8,467.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
DOMIN'NS OF ITALY. LEGHORN. <i>J. Hutchinson.</i> Quarter ended September 30, 1868—Continued.)	4	Philadelphia .....	1	Malaga .....	8,170 bbla. petroleum.....	\$105,266 40	1 Ballast .....	
			1	Alicante .....			do .....	
			1	Memina .....			do .....	
			1	In port .....			In port .....	
	1	Boston .....	1	Messina .....	837 bags coffee, 183 tons logwood .....	17,579 18	1 Ballast .....	
	1	Marseilles .....	1	Philadelphia .....	1 Ballast .....		Marble, rags, olive oil .....	
	2	Malaga .....	1	New York .....	do .....		do .....	
			1	In port .....	do .....		In port .....	
	1	Valencia .....	1	New York .....	do .....		Marble, rags, soap, &c .....	
	1	Barcelona .....	1	Boston .....	do .....		do .....	
	1	Swansea .....	1	New York .....	429 tons patent fuel .....		do .....	
	1	Cardiff .....	1	In port .....	1,393 tons coal dust .....		In port .....	
	1	Genoa .....	1	do .....	1 Ballast .....		do .....	
	19		19			163,017 72		
	2	Tarragona .....	1	Boston .....	1 Ballast .....		898 cantars brimstone, 150 bags al- monds, 13.13 cantars corkwood, 360 bxs. lemons.	\$11,390 00
	3	Bangor .....	1	In port .....	do .....		In port .....	
			2	Boston .....	1,840 bbla. fruit boxes, 7,284 boards .....	6,257 00	2,260 cantars brimstone, 148 bags alberts, 40 jars essence.	
			1		90,000 box shooks .....	11,900 00	2,250 bxs. lemons, 12,900 bxs. or- anges.	29,645 00
			1	New York .....	300 kegs nails, 44,000 box shooks .....	6,953 00	256 cantars brimstone, 800 bxs. lemons, 44,000 bxs. oranges.	7,325 00
	3	Marseilles .....	1	Philadelphia .....	1 Ballast .....		356 cantars brimstone, 500 bxs. lemons, 3,310 bxs. oranges.	5,595 00
			1	New York .....	do .....		525 bxs. lemons, 4,500 bxs. oranges.	6,315 00
	1	New Orleans .....	1	New Orleans .....	do .....		513 cantars brimstone, 150 bags walnuts, 100 bags alberts, 50 bxs. shelled almonds, 140 bags sumac, 10 bags canary seed, 1,034 bxs. lemons, 4,670 bxs. oranges.	12,655 00



DOMINIONS OF ITALY.

89 99

Ports	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1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Quarter ended June 30, 1863.*	1	Naples .....	1	Boston .....	1	do .....	1	900 cantars sumac, 400 bales rags, 600 bxs. lemons, 1,050 bxs. oranges.	14,400 00
	2	Smyrna .....	1	Marseilles .....	1	do .....	1	Ballast .....	10,010 00
	1	Palermo .....	1	New York .....	1	do .....	1	1,024 cantars brimstone, 350 bags fliberta, 25 ca. essences.	4,100 00
	1	Bangor .....	1	Philadelphia .....	1	do .....	1	1,800 bxs. lemons, 1,000 bxs. oranges	9,530 00
	43	.....	43	Boston .....	43	do .....	43	2,600 cantars brimstone, 2,000 bxs. oranges.	450,485 00
	2	In port .....	1	Boston .....	1	Before reported .....	1	2,560 cantars brimstone, 394 bales rags, 1,125 bxs. lemons, 968 bxs. oranges.	19,460 00
	1	Gibraltar .....	1	Philadelphia .....	1	do .....	1	200 bags sumac, 1,400 bxs. lemons, 486 bxs. oranges.	6,065 00
	1	Boston .....	1	Boston .....	1	Ballast .....	1	256 cantars brimstone, 24.30 cy. corkwood, 173 bags walnuts, 50 bxs. macaroni, 100 bales rags, 2,640 bxs. lemons, 73 bxs. oranges.	12,215 00
	1	Catania .....	1	Philadelphia .....	1	do .....	1	1,024 cantars brimstone, 712 bxs. lemons, 1,239 bxs. oranges.	6,370 00
	1	Malta .....	1	New York .....	1	do .....	1	450 bales rags, 1,911 bxs. lemons..	17,200 00
Quarter ended September 30, 1863.†	6	.....	6	.....	6	do .....	6	59 casks brown tartar, 672 bbla. Zante currants, 568 bxs. shelled almonds, 2,146 bxs. lemons.	21,385 00
	2	Girgenti .....	2	Boston .....	2	Ballast .....	2	750 bags sumac, 430 bales rags, 250 bxs. shelled almonds, 5 ca. oil of lemons, 3,551 bxs lemons.	27,690 00
	1	Naples .....	1	Boston .....	1	do .....	1	384 cantars brimstone, 57.60 cy. corkwood, 460 bales rags, 86 bxs. oranges, 956 bxs. lemons.	14,070 00
	1	Tarragona .....	1	New York .....	1	450 bxs. nails .....	1	1,152 cantars brimstone, 4,234 bxs. lemons.	12,870 00
	4	.....	4	.....	4	do .....	4	.....	54,630 00
	.....	No reports .....	.....	.....	.....	.....	.....	.....	.....
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1st and 2d quarters .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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NAPLES.									
R. Rogers.									

\* Entered: 2 barks, 2 brigs—4, and 2 in port. Cleared: 2 schooners, 2 barks, 2 brigs—6. Aggregate tonnage entered, 1,123.  
† Entered and cleared: 3 barks, 1 brig—4. Aggregate tonnage entered, 1,123.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	No. of Vessels	Description.	No. of Vessels	Description.
DOMINIONS OF ITALY.								
NAPLES.								
R. Rogers.								
Quarter ended June 30, 1868.*	1	New York .....	1	Naples .....	1	749 bbls. 7,037 ca. petroleum.....	1	Ballast .....
Quarter ended September 30, 1868.†	1	New York .....	1	Naples .....	1	700 casks 5,000 bxs. petroleum . . . . .	1	Ballast .....
PALERMO.								
L. Monti.								
Quarter ended December 31, 1867.‡	3	Licata .....	3	New York .....	3	Ballast .....	3	Sicilian produce.....
	3	Marseilles . . . . .	1	Boston .....	1	.....do .....	1	.....do .....
			1	New York .....	1	.....do .....	1	.....do .....
			1	In port .....	1	.....do .....	1	.....do .....
			1	Boston .....	1	.....do .....	1	.....do .....
			1	In port .....	1	.....do .....	1	.....do .....
			1	Baltimore .....	1	.....do .....	1	.....do .....
			1	Boston .....	1	Shooks .....	1	.....do .....
			1	Philadelphia . . .	1	.....do .....	1	.....do .....
			1	In port .....	1	.....do .....	1	.....do .....
			1	Messina . . . . .	1	Ballast .....	1	.....do .....
			1	In port .....	1	.....do .....	1	.....do .....
	14	.....	14	.....	14	.....	14	.....
Quarter ended March 31, 1868.§	4	In port .....	4	New York .....	4	Before reported .....	4	Sicilian produce.....
	2	Licata .....	1	.....do .....	1	Ballast .....	1	.....do .....
			1	Philadelphia .....	1	.....do .....	1	.....do .....
			1	Baltimore .....	1	.....do .....	1	.....do .....
			1	Boston .....	1	.....do .....	1	.....do .....
			1	.....do .....	1	.....do .....	1	.....do .....
			1	Philadelphia .....	1	.....do .....	1	.....do .....
			1	In port .....	1	.....do .....	1	In port .....
			1	New York .....	1	.....do .....	1	Sicilian produce.....
	3	Genoa .....	2	.....do .....	2	.....do .....	2	.....do .....
				</				

Quarter ended June 30, 1868.†	16			16		16		16		194,942 00
	3	In port	1	New York	1	Before reported				
	2	Licata	2	Boston	2	do			1	Stallan produce
			1	New York	1	Ballast			2	do
	1	Naples	1	Philadelphia	1	do			1	do
	1	Marselles	1	New York	1	do			1	do
	7		7	do	7	do			1	do
PALMA, (Majorca.) J. Fiol.	1		1		1					
	1	Messina	1	Boston	1	Ballast			1	Stallan produce
	1	Genoa	1	In port	1	do			1	In port
1st, 2d, and 3d quarters	2		2		2				2	
										5,318 00
Quarter ended September 30, 1868.**	1	New York	1	Denia	1	2,038 bbla. petroleum		98,850 00	1	
SPEZIA. W. P. Rica.										
Quarter ended December 31, 1867.		No arrivals								No departures
Quarter ended March 31, 1868.		No arrivals								No departures
3d and 4th quarters		No arrivals								No departures
VENICE. C. Colton.										
1st, 2d, 3d, and 4th quarters.		No arrivals								No departures

\* Entered and cleared: 1, class not given. Tonnage entered, 373.  
† Entered: 7 barks, 6 brigs, 1 schooner—14. Cleared: 6 barks, 3 brigs, 1 schooner—10, and 4 in port. Aggregate tonnage entered, 5,128.  
‡ Entered: 4 barks, 5 brigs, 3 schooners—12, and 4 in port. Cleared: 4 barks, 8 brigs, 1 schooner—13, and 3 in port. Aggregate tonnage entered, 4,020.  
§ Entered: 1 bark, 3 brigs—4, and 3 in port. Cleared: 3 barks, 4 brigs—7. Aggregate tonnage entered, 1,560.  
¶ Entered: 1 bark, 1 brig—2. Cleared: 1 bark, and 1 in port. Aggregate tonnage entered, 599.  
‡ Entered and cleared: 1 schooner. Tonnage entered, 272.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
DOMINION OF ITALY. MESSINA. F. W. Dehn. Quarter ended March 31, 1868—Continued.	6	Licata .....	1	Baltimore.....	1 Ballast .....	.....	1 1,600 cantars brimstone, 10 bxs. es- sences, 700 bxs. lemons, 45,000 bxs. oranges.	\$14, 150 00
			2	Boston .....	2 .....do .....	.....	2 1,920 cantars brimstone, 200 bales rags, 57 bags filberts, 50 bxs. macaroni, 2,834 bxs. lemons, 6,406 bxs. oranges.	26, 255 00
			1	Philadelphia .....	2 .....do .....	.....	2 2,176 cantars brimstone, 125 bales rags, 25 cantars corkwood, 1,800 bxs. lemons, 6,048 bxs. oranges.	21, 585 00
	1	Oporto .....	1	In port .....	2 .....do .....	5	1 In port .....	.....
			1	New York.....	1 .....do .....	.....	1 768 cantars brimstone, 90 jars es- sences, 1,150 bxs. lemons, 4,000 bxs. oranges.	12, 715 00
	2	Cagliari .....	1	Boston .....	2 .....do .....	.....	1 158,600 kgms. salt, 834 bxs. lemons, 3,966 bxs. oranges.	8, 790 00
			1	New Orleans.....	1 .....do .....	.....	1 243,525 kgms. salt, 26 pos. drip- stone, 1,400 bxs. lemons, 3,806 bxs. oranges.	10, 220 00
	1	Barcelona .....	1	New York.....	1 .....do .....	.....	1 2,560 cantars brimstone, 103 bales rags, 1,500 bxs. lemons, 4,500 bxs. oranges.	18, 225 00
	1	Gibraltar .....	1	Boston .....	1 .....do .....	.....	1 524.80 cantars brimstone, 800 bxs. lemons, 2,600 bxs. oranges.	9, 235 00
	1	Malta .....	1	.....do .....	1 .....do .....	.....	1 975 cantars brimstone, 200 bxs. macaroni, 1,500 bxs. lemons, 3,660 bxs. oranges.	11, 555 00
	2	Catania .....	1	New York.....	1 .....do .....	.....	1 200 bags filberts, 3 bales rags, 34 jars essences, 1,000 bxs. lemons, 3,000 bxs. oranges.	16, 400 00
			1	New Orleans.....	1 .....do .....	.....	1 960 cantars brimstone, 300 bags filberts, 1,000 bxs. lemons, 1,300 bxs. oranges.	10, 000 00
	1	Lisbon .....	1	In port .....	1 .....do .....	.....	1 In port .....	.....
			1	New York.....	1 .....do .....	.....	1 900 cantars brimstone, 61 bxs. mac- aroni, 10 bxs. lemons.	10, 650 00



Quarter ended December 31, 1867.**	1	In port .....	1	New York.....	1	Before reported.....	.....	1	Figs and raisins.....	25, 505 00
	1	Cardiff .....	1	Boston .....	1	Ballast .....	.....	1	.....do .....	57, 640 00
	1	Marseilles.....	1	New York.....	1	.....do .....	.....	1	.....do .....	26, 500 00
	3	.....	3	.....	3	.....	.....	3	.....	109, 645 00
Quarter ended March 31, 1868.††	2	Boston .....	2	Messina .....	2	Alcohol, rum, petroleum, glass-ware, &c. ....	77, 710 00	2	Ballast .....	.....
	1	New York.....	1	New York.....	1	Alcohol, petroleum, and logwood.....	28, 160 00	1	Figs, raisins, hemp seed, rosew'd, &c. ....	36, 440 00
	3	.....	3	.....	3	.....	105, 870 00	3	.....	36, 440 00
	1	Constantinople...	1	Boston .....	1	Petroleum.....	5, 000 00	1	Wool, roots, rags, &c. ....	27, 000 00
Quarter ended June 30, 1868.††	2	Boston .....	1	Boston .....	2	Petroleum, gunny cloth, furniture, &c. ....	51, 500 00	{ 1	Wool, emery stone, &c.....	57, 170 00
	1	Constantinople...	1	In port .....	1	Petroleum and snuff .....	20, 500 00	{ 1	In port .....	.....
	1	Marseilles.....	1	.....do .....	1	Ballast .....	.....	1	.....do .....	.....
	4	.....	4	.....	4	.....	72, 000 00	4	.....	57, 170 00
Quarter ended September 30, 1868.§§	1	Muscat .....	1	New York.....	1	Rose water .....	2, 400 00	1	2,950 bags dates.....	11, 828 42
	1	.....	1	.....	1	2,950 bags dates.....	11, 828 42	1	500 pcs. ebony .....	327 50
	1	.....	1	.....	1	.....	.....	1	3 cases turtleshell .....	1, 086 79
	1	.....	1	.....	1	.....	.....	1	129 hides .....	137 81
DOMIN'S OF MUSCAT. ZANZIBAR. F. R. Webb. Quarter ended December 31, 1867.	1	Muscat .....	1	New York.....	1	Rose water .....	2, 400 00	1	230 pcs. large and 284 pcs. Se- vellos ivory.....	35, 395 06
	1	Whaling.....	1	Whaling.....	1	Ballast .....	.....	1	210 cases washed copal.....	13, 513 85
	2	.....	2	.....	2	.....	14, 228 42	2	935 bags cloves and stems .....	5, 076 05
	2	.....	2	.....	2	.....	.....	2	400 bales colr yarn.....	434 00
* Entered : 1 bark, 1 brig—2. Cleared : 1 bark, 1 wrecked—2. Aggregate tonnage entered, 281.40. † Entered and cleared : 1 brig. Tonnage entered, 292.16. ‡ Entered and cleared : 1 bark. Tonnage entered, 377.12.    Entered and cleared : 1 schooner. Tonnage entered, 338. ** Entered : 2 barks, and 1 in port. Cleared : 3 barks. Aggregate tonnage entered, 794.17. †† Entered and cleared : 1 bark. Tonnage entered, 318.      Entered and cleared : 1 ship, 1 bark—2. Aggregate tonnage entered, 701.99.	1	Whaling.....	1	Whaling.....	1	Ballast .....	.....	1	227 bags peppers.....	615 30
	2	.....	2	.....	2	.....	.....	2	.....	.....
	2	.....	2	.....	2	.....	.....	2	.....	.....
	2	.....	2	.....	2	.....	.....	2	.....	68, 414 78

Ger. crowns.  
11, 828 42  
327 50  
1, 086 79  
137 81  
35, 395 06  
13, 513 85  
5, 076 05  
434 00  
615 30  
68, 414 78

*Navigation and Commerce of the United States with Foreign Countries—Continued.*

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.			CARGOES OUTWARD.		
	No. of VESSELS	Where from.	No. of VESSELS	Where for.	No. of VESSELS	Description.	Value.	No. of VESSELS	Description.	Value.
DOMINIONS OF ITALY.  NAPLES. <i>R. Rogers.</i> Quarter ended June 30, 1868.*	1	New York .....	1	Naples .....	1	749 bbls. 7,037 ca. petroleum.....	\$59,500 00	1	Ballast .....	.....
	1	New York .....	1	Naples .....	1	700 casks 5,000 bxs. petroleum . . . . .	29,762 00	1	Ballast .....	.....
	3	Licata .....	3	New York .....	3	Ballast .....	.....	3	Sicilian produce.....	\$60,825 00
	3	Marseilles . . . . .	1	Boston .....	1	do .....	.....	1	do .....	21,678 00
PALERMO. <i>L. Monti.</i> Quarter ended December 31, 1867. †	2	Tarragona.....	1	In port .....	1	do .....	.....	1	do .....	14,000 00
	1	Lisbon .....	1	Boston .....	1	do .....	.....	1	do .....	19,275 00
	3	Bangor .....	1	In port .....	1	do .....	.....	1	do .....	16,417 00
	1	Genoa .....	1	Baltimore .....	1	Shooks .....	7,000 00	1	do .....	7,628 00
	1	Cette .....	1	Boston .....	1	do .....	9,000 00	1	do .....	11,500 00
	14	.....	1	Philadelphia . . . . .	1	do .....	6,500 00	1	do .....	8,000 00
	1	Genoa .....	1	In port .....	1	do .....	.....	1	do .....	.....
	1	Cette .....	1	Messina . . . . .	1	Ballast .....	.....	1	do .....	.....
	14	.....	1	In port .....	1	do .....	.....	1	do .....	.....
	14	.....	14	.....	14	.....	22,500 00	14	.....	159,383 00
Quarter ended March 31, 1868. §	4	In port .....	4	New York .....	4	Before reported .....	.....	4	Sicilian produce.....	52,980 00
	2	Licata .....	1	do .....	1	Ballast .....	.....	1	do .....	16,050 00
	2	Marmala .....	1	Philadelphia .....	1	do .....	.....	1	do .....	8,815 00
	4	Marseilles.....	1	Baltimore .....	1	do .....	.....	1	do .....	10,759 00
	1	Genoa .....	1	Boston .....	1	do .....	.....	1	do .....	9,300 00
	1	.....	1	do .....	1	do .....	.....	1	do .....	20,204 00
	1	.....	1	Philadelphia .....	1	do .....	.....	1	do .....	14,708 00
	1	Genoa .....	1	In port .....	1	do .....	.....	1	do .....	30,199 00



## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
TURKISH DOMINIONS.									
BEIRUT.									
<i>J. A. Johnson.</i> Quarter ended December 31, 1867.*	1	New York.....	1	Wrecked .....	1	Assorted cargo.....	.....	1 Wrecked .....	.....
	1	Boston .....	1	Boston .....	1	Lumber, kerosene, and cordage.....	\$10,945 00	1 Wool and amber.....	\$14,877 00
	2	.....	2	.....	2	.....	10,945 00	2	44,877 00
Quarter ended March 31, 1868.	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	.....
Quarter ended June 30, 1868.†	1	Boston .....	1	Beirut.....	1	700 cases 200 bbis. petroleum .....	17 082 10	1 Wool and sundries.....	<i>Pistons.</i> 280,021 05
Quarter ended September 30, 1868.‡	1	New York.....	1	Beirut.....	1	115,000 gals. petroleum .....	11,500 00	1 Wool, rags, &c .....	929,764 30
CONSTANTINOPLE.									
<i>J. H. Goodenow.</i> Quarter ended December 31, 1867.§	1	New York.....	1	Boston .....	1	Rum, alcohol, logwood, missionary goods, &c.	60,734 50	1 Rags, wool, gum arabic, Angora goats, &c.	15,867 00
	1	New York.....	1	Steddy .....	1	16,800 gals. rum.....	12,739 25	1 Ballast .....	.....
	1	.....	1	.....	1	54,876 gals. alcohol .....	35,405 25	.....	.....
Quarter ended March 31, 1868.¶	1	.....	1	.....	1	8,800 gals. petroleum.....	5,765 10	.....	.....
Quarter ended June 30, 1868.	.....	No report.....	.....	.....	.....	.....	61,920 70	.....	.....
Quarter ended September 30, 1868.¶	1	New York .....	1	Smyrna .....	1	50,000 gals. petroleum .....	18,005 00	1 Ballast .....	.....

C. W. LeGendre. Quarter ended December 1, 1867.††	5	Hong Kong	2	New York	2	Ballast	2	Teas, &c	384,065
			2	Manilla	2	Opium, &c	2	Ballast	
	1	Callao	1	Hong Kong	1	do	1	do	
			1	In port	1	700 tons guano	1	In port	
	6		6		6				384,065 50
	1	Manilla	1	Hong Kong	1	Treasure, beche-de-mer, &c	1	Treasure	39,296 00
	2	Hong Kong	1	New York	1	Matting, &c	1	794,080 lbs. tea	237,000 00
	1	Soerabaya	1	Foochow	1	Opium and cotton	1	Sugar, &c	90,745 00
	4		4	In port	1	14,000 piculs oil cake	1	In port	
Quarter ended March 31, 1868.**									
Quarter ended June 30, 1868.††	1	In port	1	Shanghai	1	Before reported	1	Sugar, &c	50,000 00
	1	Chefoo	1	Keelung	1	3,600 piculs bean cake	1	Tiles, &c	1,000 00
	1	Shanghai	1	Swatow	1	Ballast	1	Ballast	
	3		3		3				51,000 00
Quarter ended September 30, 1868.††	1	Foochow	1	New York	1	708 tons tea and cassia	1	1,108 tons tea	186,663 92
	1	Amoy	1	New York	1	400 tons tea and cassia	1	132 tons tea	2,236 00
	2		2		2		2		186,899 92
CANTON. E. M. King. Quarter ended December 31, 1867.‡‡	1	In port	1	New York	1		1	4,868 rolls matting, 1,500 lbs. raw silk, 119 cases straw hats, 93,630 lbs teas, 630 pkgs. fire crackers, 750 boxes preserved ginger, 603 pkgs. sundries.	82,024 35
Quarter ended December 31, 1867.‡‡	2	Shanghai via Hong Kong.	1	Shanghai	1	54 pkgs. nankeens, 268 pkgs. tobacco leaf, 173 pkgs. sundries.	1	2,259 bags sugar, 268 pkgs. sundries	
			1	Hong Kong	1	350 pkgs. sundries	1		

\* Entered and cleared: 4 barks. Aggregate tonnage entered, 1,937.71.

† Entered: 1 bark. In port, 1. Tonnage entered, 565.

‡ Entered: 2 barks. Cleared: 1 bark, and 1 in port. Aggregate tonnage entered, 929.

‡‡ Entered: 2 ships, 1 steamer, 2 schooners, 1 brig—6. Cleared: 2 ships, 1 steamer, 2 schooners—5, and 1 in port. Aggregate tonnage entered, 5,553.

†† Entered: 2 steamers, 1 ship, 1 schooner—4. Cleared: 2 steamers, 1 ship—3, and 1 in port. Aggregate tonnage entered, 3,319.

‡‡ Entered: 2 steamers, and 1 in port. Cleared: 3 steamers. Aggregate tonnage entered, 987.

‡‡ Entered: 2 steamers, 2 ships, 3 barks—7, and 1 in port. Cleared: 2 steamers, 3 ships, 3 barks—8. Aggregate tonnage entered, 5,042.72

† Entered and cleared: 3 barks, 1 ship, 1 brig—5. Aggregate tonnage entered, 2,504.

‡ Entered: 1 bark, and 1 in port. Cleared: 2 barks. Tonnage entered, 250.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for	Description.	Value.	Description.	Value.
CHINESE DOMINIONS. CANTON. E. M. King.								
Quarter ended December 31, 1867—Continued.	5	Hong Kong .....	3	Hong Kong .....	.....	.....	.....	.....
			2	New York .....	.....	.....	.....	.....
	8	.....	8	.....	.....	.....	.....	.....
Quarter ended March 31, 1868.*	3	Hong Kong .....	3	Hong Kong .....	Ballast .....	.....	Ballast .....	.....
Quarter ended June 30, 1868.†	3	Hong Kong .....	1	Shanghai .....	.....do .....	.....	5,746 piculs sugar..... 4 cases silks..... Sundries..... Ballast .....	35,973 60 4,976 51 10,000 00 .....
	3	.....	2	Hong Kong.....	.....do .....	.....	.....	.....
	5	Hong Kong .....	4	Hong Kong .....	Fans, tea, paper, silk, &c .....	\$70,650 00	Sugar and sundries.....	28,000 00
			1	New York.....	Tea and sundries.....	.....	Tea, fire-crackers, &c.....	90,660 51
	5	.....	5	.....	.....	70,650 00	.....	118,660 51
CHIFOO. E. T. Sandford.								
Quarter ended December 31, 1867.‡	4	Shanghai .....	3	Tientsin .....	Opium and cotton goods.....	167,167 00	Isinglass and treasure .....	8,064 00
	8	Tientsin .....	1	Shanghai .....	Ballast .....	.....	Ballast .....	.....
	1	Newchwang .....	4	.....	Grass cloth and sundries.....	8,881 90	Dates, medicine, and treasure .....	912,210 80
			1	Foochowfoo .....	Ballast .....	12,705 00	Bean cakes, bean oil .....	11,844 00
					Tea, bamboos, and sundries .....	.....	.....	.....



Quarter ended March 31, 1868.†	1	In port .....	1	Swatow .....	1	Before reported .....	.....	1	14,700 bean cakes, vermicelli.....	16,878 20
	8	Shanghai .....	6	Tientsin .....	6	Opium, treasure, &c.....	302,626 80	6	Cotton goods and treasure.....	18,823 00
			1	Shanghai .....	1	Paper, cotton, &c.....	19,122 60	1	Bean cake and oil, and dates.....	14,534 10
			1	In port .....	1	Paper.....	8,408 00	1	In port .....	.....
	5	Tientsin .....	5	Shanghai .....	5	Shirts and sundries.....	8,547 00	5	Bean cakes, treasure, &c.....	326,135 60
	1	Yokohama.....	1	Amoy .....	1	Ballast .....	.....	1	Bean cakes, vermicelli .....	22,092 00
	1	Foochowfoo .....	1	Newchwang .....	1	Paper and bamboos .....	28,310 00	1	Part inward cargo.....	24,360 00
	16	.....	16	.....	16	.....	361,014 40	16	.....	422,822 90
	1	In port .....	1	Swatow .....	1	Before reported .....	.....	1	20,000 bean cakes .....	10,000 00
	17	Shanghai .....	15	Tientsin .....	15	General cargo.....	571,988 76	10	General cargo.....	111,452 55
Quarter ended June 30, 1868.**			2	Swatow .....	2	.....do .....	150,000 00	5	Ballast .....	.....
	14	Tientsin .....	1	Amoy .....	1	Ballast .....	.....	1	General cargo.....	10,000 00
			13	Shanghai .....	9	General cargo.....	190,614 77	1	Ballast .....	.....
	3	Foochow .....	2	Newchwang .....	4	Ballast .....	.....	1	Bean cake.....	19,000 00
			1	Tientsin .....	1	.....do .....	.....	1	General cargo.....	434,327 86
	1	Newchwang .....	1	Tientsin .....	1	General cargo.....	50,000 00	1	Ballast .....	.....
	1	Japan .....	1	Shanghai .....	1	Paper .....	9,651 00	1	370 bdls. paper.....	791 00
	1	Swatow .....	1	Tientsin .....	1	Ballast .....	.....	1	General cargo.....	41,971 00
					1	General cargo.....	3,000 00	1	Ballast .....	.....
	38	.....	38	.....	1	Ballast .....	.....	1	.....do .....	.....
Quarter ended September 30, 1868.††						.....	906,954 53	38	General cargo.....	639,708 41
	29	Tientsin .....	20	Tientsin .....	10	Ballast .....	.....	10	Ballast .....	.....
	22	Shanghai .....	21	Shanghai .....	22	General cargo.....	1,398,350 00	26	General cargo.....	972,564 00
	1	Japan .....	1	Japan .....	1	Needles and syces .....	31,944 00	7	Syces .....	126,238 00
	1	Port May .....	1	Russia .....	1	94 pkgs. arsenic.....	1,300 00	1	Gray shirtings .....	1,500 00
			1	Foochow .....	1	Medicines.....	800 00	1	White shirtings, 23 ea. nankina.....	5,277 00
			1	Swatow .....	1	85 bxs. almonds .....	550 00	.....	.....	.....
			1	In port .....	1	Syces.....	10,000 00	1	In port .....	.....
					1	Seaweed.....	7,000 00	.....	.....	.....
	46	.....	46	.....	46	.....	1,449,944 00	46	.....	1,105,629 00

† Entered and cleared: 2 ships, 1 steamer—3. Aggregate tonnage entered, 2,639.20.  
‡ Entered and cleared: 4 steamers, 1 brig—5. Aggregate tonnage entered, 6,203.82.  
§ Entered: 12 steamers, 1 bark, 1 brig—14. Cleared: 12 steamers, 1 bark—13, and 1 in port. Aggregate tonnage entered, 12,106.  
|| Entered: 11 steamers, 4 barks—15, and 1 in port. Cleared: 11 steamers, 3 barks, 1 brig—15, and 1 in port. Aggregate tonnage entered, 12,772.  
\*\* Entered: 29 steamers, 8 barks—37, and 1 in port. Cleared: 29 steamers, 9 barks—38. Aggregate tonnage entered, 28,312.  
†† Entered: 40 steamers, 5 barks, 1 brig—46. Cleared: 40 steamers, 4 barks, 1 brig—45, and 1 in port. Aggregate tonnage entered, 42,529.93.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>CHINESE DOMINIONS.</b>								
CHINKIANG.								
<i>C. J. Sands.</i>								
Quarter ended December 31, 1867.*	28	Shanghai	28	Hankow	Opium, brown and white sugar, iron, sandal-wood, oil, coal, and fungus.	\$705, 960 00	Treasure, silk, raw cotton, coal, and medicines.	\$109, 356 00
	27	Hankow	27	Shanghai	Wood, oil, tallow, tobacco, hemp, and wax.	151, 894 00	Treasure, raw silk, silk piece goods, and medicines.	258, 723 00
	2	Shanghai	2	Shanghai	Sugar, oil, hemp, and fungus	6, 859 00	Medicines and eggs	775 00
	57		57			864, 713 00		368, 854 00
	21	Shanghai	21	Hankow and Kin- kiang.	Opium, brown and white sugar, iron, English piece goods and sandal-wood.	700, 120 00	Treasure, silk, raw cotton, and grass cloth.	199, 409 00
Quarter ended March 31, 1868.†	20	Hankow and Kin- kiang.	20	Shanghai	Wood, oil, tallow, tobacco, wax, fun- gus, hemp, and treasure.	309, 824 00	Treasure, silk, silk piece goods, and medicines.	298, 894 00
	41		41			1, 008, 944 00		498, 303 00
	1	Kinkiang	1	Shanghai	Ballast		Ballast	
	34	Shanghai	29	Kinkiang and Hankow.	Opium, cotton, and woolen goods, iron, oil, and powder.	602, 629 00	Silk, cotton, and treasure	54, 324 00
	28	Hankow and Kin- kiang.	5	Shanghai	Ballast		Inward cargo and powder.	30, 480 00
Quarter ended June 30, 1868.‡	2	Shanghai	2	Shanghai	Sugar, oil, iron, sapan-wood, medi- cines, chowchow.	78, 670 00	Copper cash	9, 500 00
	26	Hankow and Kin- kiang.	26	Shanghai	Wood, oil, wax, tallow, hemp, tobacco, fungus, mata, &c.	300, 806 00	Ballast	
	1	Ningpo	2	Ningpo	Ballast		Silk, silk piece goods, &c.	110, 094 00
	64		1	Hankow	Coal, alum, oil, &c.	4, 773 00	Inward cargo, gypsum	300 00
			64		Cuttle-fish, mata, chowchow	8, 810 00	Ballast	
Quarter ended September 30, 1868.§	37	Shanghai	36	Kinkiang and Hankow.	Opium, brown and white sugar, iron, English piece goods, &c.	995, 690 00	Part inward cargo, &c.	10, 793 00
			1	Shanghai	Medicines, cuttle-fish, &c.		Inward cargo	8, 810 00
								224, 301 00
Quarter ended September 30, 1868.§								

80 C R

FOOCHOW.  
T. Dunn.

From November 1, 1867,  
to June 30, 1868.||

71	Shanghai	71		971, 021 00	71		337, 374 00
5	Not stated	2	Ballast		2	Paper and lumber	
1	Chefoo	1	Produce		1	do	29, 820 00
1	In port	1	Ballast		1	In port	
1	Shanghai	1	do		1	Paper and lumber	25, 000 00
1	Not stated	1	do		1	do	
1	Chefoo	1	Produce		1	Dried fruit and lumber	
2	Kelung	2	800 tons coal	4, 800 00	2	Ballast	
1	Chefoo	1	400 tons coal	2, 400 00	1	Paper and lumber	15, 161 00
1	Tientsin	1	Coal	3, 000 00	1	5, 900 bags rice and paper	13, 000 00
1	Not stated	1			1	Ballast	
1	Tientsin	1	Wax, peas, medicines, &c.	15, 000 00	1	Paper	26, 000 00
2	Newchwang	1	do	12, 950 00	1	do	27, 070 00
14		14		38, 950 00			136, 051 00
3	Hong Kong	1	Ballast		1	795, 854 lbs. tea	325, 000 00
2	Kelung	1	do		1	Ballast	
2	Shanghai	1	do		1	350, 000 lbs. tea	127, 900 00
2	Tientsin	2	13, 200 piculs coal	6, 000 00	2	Paper, lumber, &c.	40, 161 00
1	Newchwang	1	Ballast		1	Ballast	
1	Singapore	1	Medicines, &c.	15, 000 00	1	Lumber and paper	45, 000 00
1	Puget Sound	2	6, 000 piculs peas, dried fruit, &c.	36, 750 00	2	do	73, 821 00
12		1	Peas and sundries	12, 950 00	1	Paper, dried fruit	27, 070 00
		1	Lumber	45, 000 00	1	Ballast	
		1	do	3, 094 00	1	do	
		12		118, 794 00			638, 952 00
1	In port	1	Before reported				
26	Shanghai	26	General cargo	2, 626, 902 00	27	Teas and sundries	2, 634, 047 00
27		27		2, 626, 908 00	27		2, 634, 047 00

Quarter ended September  
30, 1868.||

HANKOW.  
G. H. C. Salter.

Quarter ended December  
31, 1867.\*\*

\* Entered and cleared: 53 steamers, 4 lorchas—57. Aggregate tonnage entered, 74,265. † Entered and cleared: 40 steamers, 1 lorcha—41. Aggregate tonnage entered, 59,491.  
‡ Entered and cleared: 54 steamers, 10 lorchas—64. Aggregate tonnage entered, 85,959. § Entered and cleared: 61 steamers, 10 lorchas—71. Aggregate tonnage entered, 96,871.  
|| Entered: 3 ships, 10 barks, 1 steamer—14. Cleared: 3 ships, 9 barks, 1 steamer—13, and 1 in port. Aggregate tonnage entered, 6,367.  
¶ Entered and cleared: 4 ships, 6 barks, 1 steamer, 1 brig—12. Aggregate tonnage entered, 5,921.  
\*\* Entered: 26 steamers, and 1 in port. Cleared: 27 steamers. Aggregate tonnage entered, 37,916.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
CHINESE DOMINIONS. CANTON. K. M. King. Quarter ended December 31, 1897.—Continued.	5	Hong Kong .....	3	Hong Kong .....	.....	.....	.....	.....
		New York .....	2	New York .....	.....	.....	.....	.....
	8	.....	8	.....	.....	.....	.....	.....
Quarter ended March 31, 1898.	3	Hong Kong .....	3	Hong Kong .....	Ballast .....	.....	Ballast .....	.....
Quarter ended June 30, 1898.†	3	Hong Kong .....	1	Shanghai .....	.....	.....	.....	.....
		.....	2	Hong Kong .....	.....	.....	.....	.....
	3	.....	3	.....	.....	.....	.....	.....
Quarter ended September 30, 1898.‡	5	Hong Kong .....	4	Hong Kong .....	Tea, tea, paper, silk, &c. ....	\$70, 650 00	Sugar and sundries .....	22, 000 00
		.....	1	New York .....	Tea and sundries .....	.....	Tea, fire-crackers, &c. ....	20, 600 51
	5	.....	5	.....	.....	70, 650 00	.....	118, 600 51
CHIEFOO. K. T. Sandford. Quarter ended December 31, 1897.‡	4	Shanghai .....	4	Tientsin .....	Opium and cotton goods .....	187, 167 00	Leopards and treasure .....	8, 064 00
	5	Tientsin .....	5	Shanghai .....	Ballast .....	.....	Ballast .....	.....
	1	Newchwang .....	1	Foochowfoo .....	Tea, bamboo, and sundries .....	18, 705 00	Tea, bamboo, and sundries .....	11, 644 00

NINGPO. E. C. Lord. Quarter ended December 31, 1867.††	40	Shanghai .....	40	Shanghai .....	40	Opium, tin, and general cargo .....	1,383,146 00	40	Tea, cotton, silk, and general cargo .....	2,291,426 00
	1	Bought .....	1	Hankow .....	1	Not stated .....		1	General cargo .....	
	1	Bankok .....	1	Hong Kong .....	1	16,000 piculs rice .....	30,450 00	1	do .....	1,460 00
Quarter ended March 31, 1868.††	38	Shanghai .....	38	Shanghai .....	38	Opium, tin, general cargo .....	1,559,207 00	38	Tea, cotton, silk, and general cargo .....	1,532,728 00
	40	.....	40	.....	40	.....	1,589,657 00	40	.....	1,534,188 00
Quarter ended June 30, 1868.††	42	Shanghai .....	42	Shanghai .....	42	Opium, tin, and general cargo .....	1,768,947 00	42	Tea, silk, cotton, &c .....	1,744,913 00
	1	Hankow .....	1	In port .....	1	Gypsum, wood oil, &c .....	2,028 00	1	In port .....	
	43	.....	43	.....	43	.....	1,770,975 00	43	.....	1,744,913 00
Quarter ended September 30, 1868.	1	In port .....	1	Hankow .....	1	Before reported .....		1	Dried fish, &c .....	6,000 00
	72	Shanghai .....	72	Shanghai .....	72	Opium, medicines, piece goods, &c .....	2,075,461 00	72	Tea, silk, cotton, cuttle-fish, &c .....	3,726,715 00
	73	.....	73	.....	73	.....	2,075,461 00	73	.....	3,732,715 00
SHANGHAI. W. P. Mangum. Quarter ended December 31, 1867.†††	9	In port .....	2	New York .....	2	Before reported .....		2	Tea and sundries .....	Tails. 410,000
			1	Foochow .....	1	do .....		1	Sundries .....	3,700
			1	Chefoo .....	1	do .....		1	Manufactured goods, &c .....	175,000
			1	Swatow .....	1	do .....		1	Sundries .....	270,050
			1	Hakodadi .....	1	do .....		1	do .....	15,000
			3	Hong Kong .....	3	do .....		3	do .....	147,054

\* Entered : 19 steamers, 2 luggers—21, and 2 in port. Cleared : 20 steamers, and 3 in port. Aggregate tonnage entered, 27,418.  
† Entered : 27 steamers, 1 lugger—28, and 3 in port. Cleared : 28 steamers, 2 luggers—30, and 1 in port. Aggregate tonnage entered, 42,196.  
‡ Entered : 32 steamers, and 1 in port. Cleared : 33 steamers. Aggregate tonnage entered, 53,730.  
§ Entered and cleared : 2 barks, 1 steamer—3. Aggregate tonnage entered, 1,520. 87.  
¶ Entered : 2 barks, 1 steamer—3, and 1 in port. Cleared : 3 barks, 1 steamer—4. Aggregate tonnage entered, 1,419.  
\*\* Entered and cleared : 1 bark. Tonnage entered, 271. 38.  
†† Entered and cleared : 38 steamers, 1 ship, 1 lugger—40. Aggregate tonnage entered, 42,173.  
‡‡ Entered : 42 steamers, 1 lugger—43. Cleared : 42 steamers, and 1 in port. Aggregate tonnage entered, 45,305.  
§§ Entered : 72 steamers, and 1 in port. Cleared : 72 steamers, 1 lugger—73. Aggregate tonnage entered, 105,309.  
|||| Entered : 82 steamers, 5 ships, 4 barks, 4 boats—96, and 15 in port. Cleared : 84 steamers, 5 ships, 4 barks, 4 boats—97, and 14 in port. Aggregate tonnage entered, 103,816.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
CHINESE DOMINIONS.  SHANGHAI.  <i>W. P. Mangum.</i>  Quarter ended December 31, 1867—Continued.	6	In port.....	1	Hankow.....	1	Before reported.....	1	Sundries.....
			1	Sold.....	1	do.....	1	Sold.....
	27	Hankow.....	4	In port.....	4	do.....	4	In port.....
			26	Hankow.....	26	Tea, oil, wine, wood oil, varnish, hemp, tobacco, chintz, medicines, leather, paper, dye-stuff, fungus, nut- galls, handkerchiefs, stockings, tallow, sycce, stores, personal effects.	26	Salt fish, cuttle-fish, long ells, dates, iron ware, sugar, opium, cash, silk goods, manufactured goods, dried fish, nails, vermilion, treasure, camlets, medicine.
	38	Ningpo.....	1	Chinkiang.....	1	Ballast.....	1	Coal and sundries.....
			38	Ningpo.....	38	Tea, cuttle-fish, piece goods, medicines, treasure, dried fish.	38	Manufactured goods, opium, wood oil, varnish, lotus nuts, stores, &c.
	5	Hong Kong.....	5	Hong Kong.....	5	Opium, nails, castor oil, tallow, mats, grate-bars, rice, cigars, dyes, beer, fruit, feathers, medicines.	5	Cotton, paper, lily flowers, nan- keen, dye-stuff, treasure, beche- de-mer, stores, effects.
	2	Nagasaki.....	2	Nagasaki.....	2	Cuttle-fish, tallow, &c.....	2	Oil, butter, and sundries.....
	9	Chefoo.....	6	Chefoo.....	6	Cotton, beans, peas.....	6	Manufactured goods, &c.....
			1	Tientsin.....	1	Ballast.....	1	Sundries.....
			2	In port.....	2	do.....	2	In port.....
	6	Foochow.....	1	Foochow.....	1	Poles and sundries.....	1	Sundries.....
			1	Hong Kong.....	1	Ballast.....	1	do.....
			1	Puget Sound.....	1	do.....	1	Ballast.....
			3	In port.....	3	do.....	3	In port.....
	1	Newchwang.....	1	do.....	1	Beans and sundries.....	1	do.....
	2	Chinkiang.....	1	Chinkiang.....	1	Wood, &c.....	1	Coal and sundries.....
			1	In port.....	1	Ballast.....	1	In port.....
	2	Hakodadi.....	1	Nagasaki.....	1	Sundries.....	1	Sundries.....
			1	In port.....	1	Ballast.....	1	In port.....
	1	New Castle.....	1	In port.....	1	Coal, &c.....	1	do.....
	3	Bought.....	1	Chinkiang.....	1	Ballast.....	1	Sundries.....
			1	Foochow.....	1	do.....	1	Ballast.....
			1	In port.....	1	do.....	1	In port.....
			111		111	Taela.....	111	Taela.....
						Dollars.....		Dollars.....
						12,731,102 80		8,098,915
								11,971,514 20

Taela.

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**CHINESE DOMINIONS.**  
**HANKOW.**  
*G. H. C. Salter.*

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.		
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	No. of Vessels	Description.	Value.
CHINESE DOMINIONS. HANKOW. G. H. C. Salter. Quarter ended March 31, 1868.*	2	In port .....	2	Shanghai .....	Before reported .....	...	...	...	...
	21	Shanghai .....	18	do .....	20 English goods, &c. ....	\$1,697,095 00	20	General Chinese cargo.....	\$2,002,458 00
			3	In port .....	1 Ballast .....	...	3	In port .....	...
	23	.....	23	.....	.....	1,697,095 00	23	.....	2,002,458 00
Quarter ended June 30, 1868.†	3	In port .....	3	Shanghai .....	3 Before reported .....	...	1	In port .....	...
	28	Shanghai .....	28	Shanghai .....	28 Manchester goods, &c. ....	2,864,000 00	30	New teas and general Chinese cargo..	3,587,800 00
	31	.....	31	.....	.....	2,864,000 00	31	.....	3,587,800 00
Quarter ended September 30, 1868.‡	1	In port .....	1	Shanghai .....	1 Before reported .....	...	1	Ballast .....	...
	32	Shanghai .....	32	do .....	32 Opium, English goods, and gen. cargo.	2,144,000 00	32	Teas .....	4,360,300 00
	33	.....	33	.....	.....	2,144,000 00	33	.....	4,360,300 00
NEWCHWANG. F. P. Knight. Quarter ended December 31, 1867.§	1	Chefoo .....	1	Hong Kong.....	4 piculs opium .....	3,800 00	1	7,278 piculs peas .....	12,000 00
	1	Foochow .....	1	Foochow .....	2,830 bdls. paper .....	10,590 00	1	6,150 piculs peas, 150 baskets oil...	10,800 00
	1	Tientsin .....	1	Shanghai .....	150 bls. American drilla, 360 bla. nankeen	11,000 00	1	17 bxs. treasure, (sycee) .....	56,793 00
	3	.....	3	.....	.....	25,390 00	3	.....	79,593 00
Quarter ended March 31, 1868.	1	Foochow .....	1	Foochow .....	6,176 bdls. paper .....	21,530 00	1	In port .....	...
	1	In port .....	1	Foochow .....	Before reported .....	...	1	6,000 piculs peas. ....	10,770 00
	1	Chefoo .....	1	do .....	3,440 pks. paper, 26 bxs. glass .....	12,000 00	1	4,500 piculs peas. ....	6,700 00
Quarter ended June 30, 1868.¶	2	Tientsin .....	2	Shanghai .....	1 Cotton, woolen, &c. ....	166,000 00	1	28,000 piculs bean cakes .....	16,800 00
			1	Ballast .....	1 Ballast .....	...	1	17,101 piculs bean cakes.....	10,200 00
	4	.....	4	.....	.....	178,000 00	4	.....	44,530 00

CHINESE DOMINIONS.

919

8 Bought.....	1 Chinkiang..... 1 Tientsin..... 7 In port..... 3 Hankow..... 1 Chefoo..... 1 Tientsin..... 1 Chinkiang..... 1 Kinkiang..... 1 Nagasaki..... 29 Hankow.....	1 do..... 1 do..... 7 do..... 3 ..... 1 ..... 1 ..... 1 ..... 1 ..... 1 ..... 1 Vermicelli, wood oil, silk, tea, musk, cow- hides, tobacco, nankeens, beeswax, copper ore, vegetable tallow, hemp, damasks, charcoal, paper, varnish, dye-stuffs, China root, &c.	1 ..... 1 ..... 7 ..... 3 ..... 1 ..... 1 ..... 1 ..... 1 ..... 1 ..... 29 6,550, 107	1 .....do..... 1 Ballast..... 7 In port..... 3 Sundries..... 1 .....do..... 1 .....do..... 1 .....do..... 1 .....do..... 1 Ballast..... 29 Opium, seaweed, sugar, toys, fans, shoes, gray shirtings, umbrellas, wire, T cloths, muslins, Ameri- can drills, linen, English camlets, ginseng, medicines, silk goods, vermilion.	1 ..... 1 ..... 7 ..... 3 ..... 1 ..... 1 ..... 1 ..... 1 ..... 1 ..... 29 3, 165, 748
32 Hankow.....	2 Hong Kong..... 1 Ningpo..... 68 .....do.....	2 ..... 1 ..... 68 Raw cotton, bamboo shoots, medicines, agar-agar, coals, putchuck, tea, straw hats, silk goods, brooms, sharks' fins, charcoal.	2 ..... 1 ..... 68 6,682, 031	2 Wool, silk piece goods, brass ware, lustres, &c. 1 Gray shirtings, T cloth, wax, Span- ish stripes, opium. 68 Gray shirtings, lustres, camlets, chintzes, European rope, wines, shrimps, spelter, dye-stuff, opium, American drills, kerosene oil, wood oil.	2 180, 751 1 40, 751 68 2, 982, 830
20 Chefoo.....	19 Chefoo..... 1 In port..... 4 Nagasaki.....	19 Corean ginseng, tobacco, medicines, pongees, vermicelli, native flour, mil- let peas, treasure. 1 ..... 4 Gray shirtings, white brocade, vel- vets, velveteens, camlets, seaweed, mushrooms, ginseng, copper cash.	19 2, 311, 458 1 ..... 4 699, 775	19 T cloths, lustres, camlets, sugar, candy, medicines, matches, kero- sene oil, dried indigo, betel nuts. 1 In port..... 4 Woolens, American flour, canvas, European rope, manilla rope, paint, grass cloth, arms, &c. 1 Sundries..... 3 In port..... 1 Ballast..... 1 .....do..... 1 In port..... 1 Ballast..... 3 Split ratans, paper, Russian cloth, fish maws.	1 1, 071, 987 4 431, 899 1 41, 012 3 ..... 1 ..... 1 ..... 1 ..... 3 98, 146 1 3, 701 6 264, 933
8 Nagasaki.....	1 Saghallen Island..... 3 In port..... 1 Hong Kong..... 1 Batavia..... 1 In port..... 1 Nagasaki..... 3 Chinkiang.....	1 ..... 3 ..... 1 Coal..... 1 ..... 1 Coal..... 1 Ballast..... 3 Medicines, tea, mussels, sapanwood, isinglass.	1 ..... 3 ..... 1 254, 723 1 ..... 1 14, 175 1 ..... 3 234, 365	1 Sundries..... 3 In port..... 1 Ballast..... 1 .....do..... 1 In port..... 1 Ballast..... 3 Split ratans, paper, Russian cloth, fish maws.	1 41, 012 3 ..... 1 ..... 1 ..... 1 ..... 3 98, 146 1 3, 701 6 264, 933
2 Cardiff..... 1 Newcastle..... 1 Re-entered..... 4 Chinkiang.....	1 Saghallen Island..... 3 In port..... 1 Hong Kong..... 1 Batavia..... 1 In port..... 1 Nagasaki..... 3 Chinkiang.....	1 ..... 3 ..... 1 Coal..... 1 ..... 1 Coal..... 1 Ballast..... 3 Medicines, tea, mussels, sapanwood, isinglass.	1 ..... 3 ..... 1 254, 723 1 ..... 1 14, 175 1 ..... 3 234, 365	1 Sundries..... 3 In port..... 1 Ballast..... 1 .....do..... 1 In port..... 1 Ballast..... 3 Split ratans, paper, Russian cloth, fish maws.	1 41, 012 3 ..... 1 ..... 1 ..... 1 ..... 3 98, 146 1 3, 701 6 264, 933
7 Hong Kong.....	1 Hankow..... 6 Hong Kong.....	1 Brown sugar, wax, copper, leather, rouge, prawns, birds' nests, snuff, glue, cassia, cardamoms, vermilion, medicines, nankeens, indigo, arms, ammunition.	1 ..... 6 1,825, 908	1 Sundries..... 6 Lusters, medicines, towels, wool, isinglass, cuttle-fish, brass ware, silk piece goods, stores, sundries.	1 129, 001

<sup>a</sup> Entered: 31 steamers, 3 lorches, 1 lugger, 1 brig, 2 barks—38, and 11 in port. Cleared: 5 barks, 32 steamers, 2 lorches, 1 lugger, 1 brig—41; re-entered 2, and 6 in port. Aggregate tonnage entered, 39,142.

<sup>†</sup> Entered: 136 steamers, 6 ships, 9 barks, 3 brigs, 7 boats—161, and 14 in port. Cleared: 136 steamers, 3 ships, 7 barks, 4 brigs, 8 boats—158, and 17 in port. Aggregate tonnage entered, 202,652.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
<b>CHINESE DOMINIONS.</b>								
<b>SHANGHAI.</b>								
<i>W. P. Mangum.</i>								
Quarter ended December 31, 1867—Continued.						<i>Tael.</i>		<i>Tael.</i>
6) In port.....	1	Hankow.....	1	Before reported .....	1	1	Sundries.....	185,000
1) Sold .....	1	do .....	1	do .....	1	1	Sold .....	.....
4) In port .....	4	do .....	4	do .....	4	4	In port .....	.....
27) Hankow.....	26	Hankow.....	26	Ten, oil, wine, wood oil, varnish, hemp, tobacco, china, medicines, leather paper, dye-stuff, fungus, nat- galla, handkerchiefs, stockings, tallow, sycce stores, personal effects.	26	4,114,116	Salt fish, cuttle-fish, long oile, flaten iron ware, sugar opium, cash, silk goods, manufactured goods, dried fish, nails, vermillion, treasure, camlets, medicine.	3,615,108
30) Ningpo.....	1	Chinkiang.....	1	Ballast .....	1	1	Coal and sundries .....	4,000
5) Hong Kong.....	38	Ningpo.....	38	Tee, cuttle fish, piece goods, medicines, treasure, dried fish.	38	1,983,047	Manufactured goods, opium, wood oil, varnish lotus nuts, stores, &c.	1,471,443
2) Nagasaki .....	5	Hong Kong.....	5	Opium, nails, ester oil, tallow, mals, grain, hats, rice, cigars, dyes, beef, fruit, feathers, medicinal.	5	903,942	Cotton, paper, silk, flowers, nan- keen dye-stuff, treasure, becha- do mor, stores, effects.	637,001
9) Chefoo .....	2	Nagasaki .....	2	Cuttle fish, tallow, &c.....	2	984,000	Oil, butter and sundries .....	245,000
1) Tientsin .....	6	Chefoo .....	6	Cotton beans, peas .....	6	714,610	Manufactured goods, &c .....	505,356
2) In port .....	1	Tientsin .....	1	Ballast .....	1	.....	Sundries.....	984,900
1) Foochow.....	2	In port .....	2	do .....	2	350,678	In port .....	.....
6) Foochow.....	1	Foochow.....	1	Poles and sundries .....	1	.....	Sundries.....	84,000
1) Hong Kong.....	1	Hong Kong.....	1	Ballast .....	1	.....	do .....	35,000
3) In port .....	3	Puget Sound .....	3	do .....	3	.....	Ballast .....	.....
1) Newchwang.....	1	do .....	1	do .....	1	103,000	In port .....	.....
2) Chinkiang.....	1	do .....	1	Beans and sundries .....	1	2,200	do .....	4,000
2) Hakodadi.....	1	Chinkiang .....	1	Wool &c .....	1	.....	Coal and sundries .....	.....
1) New Castle .....	1	In port .....	1	Ballast .....	1	83,017	In port .....	.....
3) Bontat .....	1	Nagasaki .....	1	Sundries .....	1	.....	Sundries.....	15,000
	1	In port .....	1	Ballast .....	1	75,000	In port .....	.....
	1	Chinkiang .....	1	Coal, &c .....	1	.....	do .....	.....
	1	Foochow .....	1	Ballast .....	1	.....	Sundries .....	3,000
	1	In port .....	1	do .....	1	.....	Ballast .....	.....
	1	In port .....	1	do .....	1	.....	In port .....	.....
<b>Total.....</b>	<b>111</b>		<b>111</b>		<i>Tael.</i> <i>Dollars</i>	<b>4,615,610</b> <b>14,751,104 80</b>	<i>Tael.</i> <i>Dollars</i>	<b>8,096,915</b> <b>14,771,504 20</b>

Quarter ended September 30, 1868. ‡		1 Amoy .....	1 Shanghai .....	1 Newchwang .....	1 Before reported .....	1 2,500 pks. rice .....	1 8,105 bags sugar, 579 pks. sundries.	50,000 00
		1 Hong Kong .....	1 Tientsin .....	1 Chefoo .....	1 21,000 bean cakes, 250 pks. vermicelli, &c.	1 Ballast .....	7,598 bags sugar, 163 pks. paper, 83 pks. sundries.	
		7 .....	7 .....	7 .....	1 17,498 bean cakes, &c .....	7 .....	7 .....	110,150 00
1 In port .....	1 Shanghai .....	1 Hong Kong .....	1 Shanghai .....	1 Chefoo .....	1 29,000 00	1 297 pks. sundries, 600 pks. hemp, 326 pks. sugar, flour, and tobacco.		
2 Chefoo .....	1 Hong Kong .....	1 Shanghai .....	1 Chefoo .....	1 Hong Kong .....	3 .....	1 Ballast .....		
3 .....	3 .....	3 .....	3 .....	3 .....	3 .....	1 Sugar, tobacco, hemp .....		
5 Foochow .....	3 Newchwang .....	3 .....	3 .....	3 .....	3 .....	3 .....		
29 Shanghai .....	1 Chefoo .....	1 Hong Kong .....	1 Chefoo .....	1 Hong Kong .....	3 Chinese produce, &c .....	1 .....		
1 Chefoo .....	28 Shanghai .....	1 Chefoo .....	1 Chefoo .....	1 Hong Kong .....	1 .....	1 .....		
1 Hong Kong .....	1 Chefoo .....	1 Hong Kong .....	1 Chefoo .....	1 Hong Kong .....	1 .....	1 .....		
36 .....	36 .....	36 .....	36 .....	36 .....	1 Ballast .....	1 .....		
No reports .....	36 .....	36 .....	36 .....	36 .....	36 .....	36 .....		
2d, 3d, and 4th quarters.								
JAPANESE DOMINIONS.								
HAKODADI.								
E. E. Rice.								
From July 1 to December 31, 1867.		1 Agan .....	1 Yokohama .....	1 Furs .....	1 Furs .....	1 Furs .....	1 Furs .....	127 25
		1 Shanghai .....	1 Shanghai .....	1 Ballast .....	1 Ballast .....	1 Ballast .....	1 Seaweed .....	
		1 Nagasaki .....	1 .....	1 Japan coal .....	1 Japan coal .....	1 Japan coal .....	2,400 piculs fish and lead .....	
		3 .....	3 .....	3 .....	3 .....	3 .....	3 .....	127 25

\* Entered: 2 brigs, and 1 in port. Cleared: 1 bark, 2 brigs—3. Aggregate tonnage entered, 616.  
† Entered: 6 barks, 1 brig—7. Cleared: 5 barks, 1 brig—6, and 1 in port. Aggregate tonnage entered, 3,634.  
‡ Entered: 2 barks, and 1 in port. Cleared: 3 barks. Aggregate tonnage entered, 1,095.  
§ Entered and cleared: 4 barks, 2 schooners, 1 brig, 29 steamers—36. Aggregate tonnage entered, 29,748.  
|| Entered and cleared: 1 steamer, 2 barks—3. Aggregate tonnage entered, 1,992.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>CHINESE DOMINIONS.</b>								
SHANGHAI								
W. P. Mangram.								
from March 16 to 31, 1863								
Continued.								
Quarter ended June 30, 1863.								
	1	Hong Kong.....	1	In port.....	Sugar, glassware, retana, shirtings, iron bars, velvets.	Tael. 970, 191	In port.....	Tael. 726, 663
	29		29			1,498, 930 2,918, 416 40		Tael. 2,918, 416 40
	11	In port.....	1	Taiwan.....	Before reported.....		5 Sundries.....	84, 886
			1	Nagasaki.....	do.....		1 Ballast.....	
			2	Hong Kong.....	do.....			
			2	Chefoo.....	do.....			
			5	In port.....	do.....			
	12	Ningpo.....	12	In port.....	do.....		5 In port.....	
	1	Put back.....	1	Put back.....	Sundries.....	470, 104	12 Sundries.....	352, 944
	5	Chefoo.....	1	Ningpo.....	Original cargo.....		1 Put back.....	
			4	Chefoo.....	Sundries.....	171, 210	1 Sundries.....	39, 192
	9	Hankow.....	9	Chefoo.....	do.....	349, 457	do.....	291, 366
	1	Bought.....	1	Hankow.....	do.....	1, 850, 432	do.....	1, 457, 818
	1	San Francisco.....	1	Chickiang.....	do.....	2, 701	do.....	3, 001
	3	Chinkiang.....	1	Hong Kong.....	do.....	147, 019	do.....	115, 745
			2	Chinkiang.....	do.....	3, 001	do.....	1, 400
			1	Hankow.....	do.....		1 Ballast.....	
	1	Nagasaki.....	1	Hankow.....	do.....	1, 400	1 Sundries.....	2, 901
	3	Hong Kong.....	1	Nagasaki.....	do.....	7, 000	do.....	30, 900
			2	Hong Kong.....	do.....	416, 434	do.....	86, 196
	1	Amoy.....	1	In port.....	do.....	97, 000	1 In port.....	
	1	Re-entered.....	1	Hong Kong.....	do.....	2, 400	1 Sundries.....	31, 000
	49		1	Manila.....	do.....	30, 000	1 Chinese troops.....	
			49					
						3, 476, 171 5, 147, 693 08		Tael. 2, 345, 469
								Dollars 3, 471, 284 12
Quarter ended September 30, 1863.	14	In port.....	1	Ningpo.....	Before reported.....		3 Opium, lusters, &c.....	17, 000
			1	Hong Kong.....	do.....		1 Sundries.....	7, 000
			1	Keelung.....	do.....		do.....	5, 000
			1	London.....	do.....		do.....	



[illegible]

\* Entered and cleared: 3 burts. Accurate tonnage entered. 613.

Entered and cleared: 2 DMPL. Aggregate tonnage entered, 613.  
 Entered and cleared: 1 ship. 1 bark. 2 brig— Aggregate tonnage entered, 691.

Entered: 11 steamers, 2 bark, 2 schooner—14.  
 Cleared: 11 steamers, 1 schooner—14.  
 Aggregate tonnage entered, 7,495.  
 Aggregate tonnage cleared, 7,495.  
 1 in port. Aggregate tonnage entered, 7,495.  
 1 in port. Aggregate tonnage cleared, 7,495.

[illegible][illegible]

Entered 8 steamers, 2 barks—10, and 3 in port. Cleared: 10 steamers, 2 barks, 1 lorche—13. Aggregate tonnage entered, 12,503. 60.

\* Entered: 7 steamers, 4 barks, 1 ship—12, and 3 in port. Cleared: 6 steamers, 3 barks—9, and 6 in port. Aggregate tonnage entered, 21,312.62. Entered: 10 steamers, 2 barks, 1 schooner—14. Cleared: 10 steamers, 2 barks, 1 schooner—14. Aggregate tonnage entered, 12,303.60.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>CHINESE DOMINIONS.</b>								
SHANGHAI.								
<i>W. P. Mangum.</i>								
Quarter ended September 30, 1868—Continued.	1	Liverpool .....	1	In port.....	Coal.....	Tael. 290,000	1 In port.....	Tael. .....
	2	Newchwang. ....	1	Tientsin.....	Bean cake, yellow beans, buffalo hoofs, ginseng.	73,405	1 American sheetings, rice, glue, glass ware.	38,000
	1	New York.....	1	Keelung.....	Sundries.....	.....	1 Sundries.....	7,000
	1	Foochow.....	1	In port.....	Poles.....	240,000	1 In port.....	.....
	1	Victoria, V. I. ....	1	do.....	Lumber.....	45,000	do.....	.....
	1	Swatow.....	1	Foochow.....	Brown sugar, medicines.....	127,000	1 Gray shirtings, coals.....	2,700
	1	Puget Sound.....	1	Nagasaki.....	Lumber.....	34,000	1 Kerosene oil, paint, canvas.....	29,172
	2	Keelung.....	1	In port.....	Coal.....	270,001	1 In port.....	.....
			1	Newchwang.....	.....	52,000	1 China root, camphor gum.....	22,001
	175	.....	175	In port.....	.....	.....	1 In port.....	.....
					Tael. 19,703,948	.....	Tael. .....	8,794,496
					Dollars. 29,161,843 04	.....	Dollars. .....	12,915,854 08
SWATOW.								
<i>J. C. A. Wingate.</i>								
Quarter ended December 31, 1867.	.....	No report.....	.....	.....	.....	.....	.....	.....
Quarter ended March 31, 1868.*	1	In port.....	1	Singapore.....	Before reported.....	.....	1 Passengers.....	.....
	1	Chefoo.....	1	Tientsin.....	18,000 bean cakes, 326 bags vermicelli.	.....	1 3,600 bags sugar.....	.....
	1	Hong Kong.....	1	Yokohama.....	Ballast.....	.....	1 3,287.....do.....	.....
	3	.....	3	.....	.....	.....	.....	.....
Quarter ended June 30, 1868.†	3	Chefoo.....	1	Chefoo.....	21,500 bean cakes, 237 bbls. vermicelli, 29 bbls. lily flowers.	\$17,000 00	1 7,748 bags sugar, 2,939 pkgs. paper, 246 pkgs. sundries.	.....
	2	Shanghai.....	2	Shanghai.....	37,620 bean cakes, 17 piculs apples.....	.....	2 15,731 bags sugar, 405 pkgs. to- bacco, 1,771 pkgs. sundries.	.....
	2	Shanghai.....	1	Shanghai.....	9,800 bean cakes, 1,100 pkgs. peas, 11 bxs. treasure, 606 pkgs. sundries.	53,909 00	1 8,007 pkgs. sugar, 2,921 pkgs. sun- dries.	\$60,150 00

Quarter ended September 30, 1868.									
2	Re-entered.....	1	Hakodadi.....	1	do	2	Ballast .....	1	do
3	New York .....	3	Hioho .....	3	do	3	General cargo.....	3	do
2	Honolulu .....	1	Cruise .....	1	do	1	Whaler .....	1	do
3	San Francisco ..	1	Sold .....	1	do	1	Sold .....	1	do
2	Coast of Japan....	1	Hakodadi.....	1	do	1	Passengers.....	1	do
1	Swatow .....	1	Hioho .....	1	do	1	do	1	do
10	Hioho .....	2	In port .....	2	do	2	In port .....	2	do
3	Hong Kong .....	2	Hong Kong .....	2	do	2	General cargo.....	2	do
1	Yeddo .....	2	Hioho .....	2	do	2	Passengers.....	2	do
2	Baltimore .....	1	Cruise .....	1	do	1	Ballast .....	1	do
1	Saigoon .....	7	Hioho .....	7	do	7	General cargo.....	7	do
1	Capetown .....	2	In port .....	2	do	2	In port .....	2	do
40	.....	1	Coast of Japan...	1	do	1	Passengers.....	1	do
40	.....	2	San Francisco...	2	do	2	General cargo.....	2	do
40	.....	1	In port .....	1	do	1	In port .....	1	do
40	.....	1	Hakodadi.....	1	do	1	Passengers.....	1	do
40	.....	1	Cruise .....	1	do	1	Coal .....	1	do
40	.....	1	In port .....	1	do	1	Coal .....	1	do
40	.....	1	In port .....	1	do	1	Rice .....	1	do
40	.....	1	In port .....	1	do	1	Ballast .....	1	do
40	.....	40	.....	40	.....	155,000 00	.....	40	.....
10	In port .....	1	Sold.....	1	Before reported.....	.....	.....	1	Took Japanese flag
.....	.....	1	Hong Kong .....	1	do	.....	.....	1	General cargo, &c.....
.....	.....	2	Hakodadi.....	2	do	.....	.....	2	Passengers.....
.....	.....	1	Puget Sound .....	1	do	.....	.....	1	Ballast .....
.....	.....	1	New York.....	1	do	.....	.....	1	Tea .....
.....	.....	1	Coast of Japan...	1	do	.....	.....	1	Passengers.....
.....	.....	1	Honolulu .....	1	do	.....	.....	1	Ballast .....
3	Kakodadi .....	2	San Francisco...	2	do	.....	.....	2	Cargo and ballast
.....	.....	1	Sold .....	1	General cargo.....	.....	.....	1	Took Prussian flag
.....	.....	1	Hakodadi.....	1	Passengers.....	.....	.....	1	Passengers.....
.....	.....	1	In port .....	1	do	.....	.....	1	In port .....
9	Hioho .....	6	Hioho .....	6	General cargo	.....	.....	6	General cargo.....
.....	.....	1	Hakodadi.....	1	Passengers.....	.....	.....	1	Passengers.....
.....	.....	1	In port .....	1	do	.....	.....	1	In port .....
.....	.....	1	Yeddo .....	1	General cargo.....	.....	.....	1	Passengers.....
3	Cardiff .....	2	Batavia .....	2	Coal.....	50,000 00	.....	2	Ballast .....
.....	.....	1	San Francisco...	1	Coal.....	31,500 00	.....	1	do
.....	.....	3	San Francisco...	3	General cargo.....	.....	.....	3	General cargo.....
4	Hong Kong.....	1	New York .....	1	Ballast .....	.....	.....	1	Tea .....
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\* Entered: 11 steamers, 6 ships, 8 barks—25, and 6 in port. Cleared: 9 steamers, 5 ships, 8 barks—22, and 9 in port. Aggregate tonnage entered, 32,125.53.  
† Entered: 18 steamers, 7 barks, 2 brigs, 4 ships—31, and 9 in port. Cleared: 18 steamers, 6 barks, 2 brigs, 4 ships—30, 1 sold, and 9 in port. Aggregate tonnage entered, 41,044.08.  
‡ Entered: 16 steamers, 5 barks, 3 ships, 1 brig, 1 schooner—26, and 10 in port. Cleared: 19 steamers, 6 barks, 6 ships, 1 brig, 1 schooner—33, and 3 in port. Aggregate tonnage entered, 40,646.87.



22 days ended April 22, 1868.†									
1	Hlogo	1	Shanghai	1	do	1	do	1	do
15		15		15		15		15	
3	In port	3	Hlogo	1	Before reported	1	Coal	1	Coal
2	Shanghai	1	do	2	do	2	Ballast	2	Ballast
2	Yokohama	1	Yokohama	1	Ballast	1	do	1	do
1	Hong Kong	1	do	1	General cargo	1	General cargo	1	General cargo
1	Hlogo	1	Ballast	1	Ballast	2	do	2	do
9		9	In port	1	General cargo	1	In port	1	In port
			do	1	do	1	do	1	do
				9	Ballast	9			
From April 22 to June 30, 1868.‡									
2	In port	1	Petropanlaki	1	Before reported	1	Coal	1	Coal
2	Bought	1	In port	1	do	1	In port	1	In port
1	Yokohama	1	Petropanlaki	1	Ballast	1	Coal and sundries	1	Coal and sundries
2	Shanghai	1	Shanghai	1	do	1	Coal	1	Coal
		1	do	1	General cargo	1	General cargo	1	General cargo
		1	Yokohama	1	do	1	do	1	do
		1	Chefoo	1	2,200 bags sugar, &c.	1	1,015 bales tea, 1,133 bales sea-weed, &c.	1	1,015 bales tea, 1,133 bales sea-weed, &c.
1	Hlogo	1	Shanghai	1	Japanese wood	1	Coal	1	Coal
8		8		8		8		8	
Quarter ended September 30, 1868.¶									
1	In port	1	Hlogo	1	Before reported	1	Japanese coal	1	Japanese coal
3	Yokohama	3	Shanghai	2	General cargo	2	General cargo	2	General cargo
6	Shanghai	1	Sold	1	Ballast	1	Ballast	1	Ballast
		3	Yokohama	3	do	1	General cargo	1	General cargo
		1	Shanghai	1	General cargo	3	do	3	do
		1	In port	1	Ballast	1	Japanese coal, &c.	1	Japanese coal, &c.
		1	Shanghai	1	General cargo	1	In port	1	In port
1	Tientsin	1	Shanghai	1	Ballast	1	Japanese coal	1	Japanese coal
1	Bought	1	In port	1		1	In port	1	In port

‡ Entered: 5 steamers, 1 bark, 1 brig, 2 lorcha—9, and 8 in port. Cleared: 4 steamers, 1 bark, 2 brigs, 1 schooner, 2 lorcha—10, 1 sold, and 6 in port. Aggregate tonnage entered, 8,653.  
† Entered: 6 steamers, 2 barks, 1 schooner—9, and 6 in port. Cleared: 7 steamers, 2 barks, 1 schooner, 1 lorcha—11, 1 sold, and 3 in port. Aggregate tonnage entered, 8,986.38.  
‡ Entered: 5 steamers, 1 schooner—6, and 3 in port. Cleared: 6 steamers, 1 bark—7, and 2 in port. Aggregate tonnage entered, 4,945.55.  
§ Entered: 3 barks, 2 steamers, 1 schooner—6, and 1 in port. Cleared: 2 steamers, 3 barks—7, and 1 in port. Aggregate tonnage entered, 5,179.72.  
¶ Entered: 10 steamers, 1 schooner, 2 barks, 1 brigantine—15; 1 in port. Cleared: 8 steamers, 1 schooner, 2 barks 1 brigantine—12; 3 in port. Aggregate tonnage entered, 13,601.21.





Quarter ended March 31, 1868.†		4 Coast of Califor's		4 Cruises		6 Sperm and whale oil		10,985 11		8 Sperm and whale oil		8,641 15	
1	New Bedford	1	do	1	do	1	do	1	do	1	do	1	do
1	San Francisco	1	do	1	do	1	do	1	do	1	do	1	do
1	Marshall Islands	1	do	1	do	1	do	1	do	1	do	1	do
1	Tekelet	1	do	1	do	1	do	1	do	1	do	1	do
1	Mayaguez Island	1	do	1	do	1	do	1	do	1	do	1	do
9		9		9		9		9		9		9	
1	In port	1	do	1	do	1	do	1	do	1	do	1	do
1	San Francisco	1	do	1	do	1	do	1	do	1	do	1	do
2		2		2		2		2		2		2	
1	Cruises	1	do	1	do	1	do	1	do	1	do	1	do
1	Tekelet	1	do	1	do	1	do	1	do	1	do	1	do
2		2		2		2		2		2		2	
1	Cruises	1	do	1	do	1	do	1	do	1	do	1	do
1	Tekelet	1	do	1	do	1	do	1	do	1	do	1	do
2		2		2		2		2		2		2	
5	In port	5	do	5	do	5	do	5	do	5	do	5	do
1	Kodios Sea	1	do	1	do	1	do	1	do	1	do	1	do
45	Arctic Ocean	45	do	45	do	45	do	45	do	45	do	45	do
1	Whaling cruises	1	do	1	do	1	do	1	do	1	do	1	do
25	Cruises south	25	do	25	do	25	do	25	do	25	do	25	do
7	Coast California	7	do	7	do	7	do	7	do	7	do	7	do
2	In port	2	do	2	do	2	do	2	do	2	do	2	do
1	Howland's Island	1	do	1	do	1	do	1	do	1	do	1	do
4	San Francisco	4	do	4	do	4	do	4	do	4	do	4	do
6	Ochotok Sea	6	do	6	do	6	do	6	do	6	do	6	do

\* Entered and cleared: 7, class not given. Aggregate tonnage entered, 5,623.

† Entered and cleared: 5 barks, 5 ships—10. Aggregate tonnage entered, 3,332.

‡ Entered: 3 ships, 6 barks—9. Cleared: 3 ships, 5 barks—8, and 1 in port. Aggregate tonnage entered, 2,034.

§ Entered: 1 bark, and 1 in port. Cleared: 2 barks. Tonnage entered, 361.

|| Entered and cleared: 1 bark, 1 barkentine—2. Aggregate tonnage entered, 675.25.

¶ Entered: 2 steamships, 25 ships, 43 barks, 2 schooners—72, and 5 in port. Cleared: 2 steamships, 28 ships, 46 barks, 2 schooners—74, and 3 in port. Aggregate tonnage entered, 28,076.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
HAWAIIAN ISLANDS. HONOLULU. M. L. Smith. Quarter ended December 31, 1867—Continued.	4	Ochotak Sea.....	2	Cruise and home.	6,457 gals. sperm, 50,400 gals. whale oil, 19,000 lbs. bone	\$35, 126 37	6,457 gals. sperm, 91,350 gals. whale oil, 19,000 lbs. bone.	\$49, 049 37
	1	La Paz.....	2	Coast of Califor'a.	43,470 gals. whale oil, 17,000 lbs. bone.	94, 809 80	Whaling craft.....	.....
	1	Japan.....	1	McKean's Island ..	Ballast.....	.....	Ballast.....	.....
	1	Petropanulovski ..	1	Baker's Island ..	do.....	.....	do.....	.....
	1	Noyo River.....	1	San Francisco ..	Salmon and furs ..	8, 000 00	Hawaiian produce.....	16, 477 25
	1	Tahiti.....	1	Hamburg.....	Ballast.....	.....	54,384 lbs. bone ..	32, 533 44
	4	Hilo.....	1	Hawaii.....	do.....	.....	Ballast.....	.....
	1	Lahaina.....	4	Whaling cruise...	24,570 gals. whale oil.....	8, 353 70	Whaling craft.....	.....
	1	Teekaleet, B. O....	1	do.....	Whaling craft.....	4, 284 00	do.....	.....
	77	.....	1	In port.....	1,860 gals. whale oil.....	4, 108 23	In port.....	.....
Quarter ended March 31, 1868.*	77	.....	77	.....	Lumber.....	1, 004, 051 61	.....	717, 259 63
	3	In port.....	2	Whaling cruise...	Before reported ..	.....	Whaling craft and stores.....	.....
	7	San Francisco ..	1	San Francisco....	do.....	.....	Hawaiian produce.....	9, 067 38
	1	Howland's Island ..	4	do.....	General merchandise.....	79, 405 85	do.....	163, 474 17
	1	Micronesia.....	1	Hong Kong.....	Cargo for China.....	.....	Same as inward.....	.....
	2	Sidney.....	2	In port.....	General merchandise.....	65, 531 72	In port.....	.....
	1	Society Islands...	1	San Francisco....	Ballast and passengers.....	.....	Hawaiian produce ..	521 25
	16	Cruise south .....	1	Marquesas.....	Missionary stores.....	.....	Same as inward.....	.....
	1	Boston.....	2	San Francisco....	Passengers.....	.....	do.....	.....
	2	Port Townsend ..	1	Society Islands...	Ballast.....	.....	Ballast.....	.....
Quarter ended March 31, 1868.*	13	Coast of California	12	Arctic Ocean.....	20, 194 gals. sperm oil, and whal'g stores.	90, 254 00	3,244 gals. sperm oil, and whaling craft.....	3, 244 00
	1	Boston.....	1	Ochotak Sea.....	472 gals. sperm oil.....	472 00	472 gals. sperm oil.....	472 00
	2	Port Townsend ..	3	In port.....	15,750 gals. sperm oil, and whaling craft	15, 750 00	In port.....	.....
	4	Hilo.....	1	do.....	General merchandise.....	103, 612 58	do.....	.....
	13	Coast of California	2	do.....	Lumber, flour, and apples ..	9, 170 80	do.....	.....
	2	New Bedford .....	4	Arctic Ocean .....	3,937 gals. whale oil, and craft.....	1, 220 47	Whaling craft and stores.....	.....
	2	New Bedford .....	10	do.....	11,025 gals. sperm oil, 76,393 gals. whale oil, 3,000 lbs. bone, and craft.	36, 475 83	3,150 gals. sperm oil, 32,130 gals. whale oil, and craft and stores.	13, 110 30
	2	New Bedford .....	3	In port.....	2,047 gals. sp'm oil, 9,451 gals. whale oil.	4, 976 50	In port.....	.....
	2	New Bedford .....	2	Arctic Ocean .....	10,080 gals. sperm oil.....	10, 080 00	Whaling craft.....	.....
	2	New Bedford .....	2	Arctic Ocean .....	.....	.....	.....	.....

## HAWAIIAN ISLANDS.

**Quarter ended June 30,  
1968.†**

[illegible]

**Quarter ended September 30, 1868.**

\* Entered: 3 steamships, 14 ships, 31 barks, 1 brig, 2 schooners—51, and 3 in port. Cleared: 2 steamships, 11 ships, 27 barks, 1 brig, 2 schooners—43, and 11 in port. Aggregate tonnage entered, 20,642.

↑ Entered: 2 steamers, 7 ships, 1 brig, 13 barks, 1 schooner—24, and 11 in port. Cleared: 3 steamers, 10 ships, 1 brig, 19 barks, 1 schooner—34, and 1 in port. Aggregate tonnage entered, 13,088.

Entered: 3 ships, 8 barks, 3 steamers, 1 schooner—15, and 1 in port. Cleared: 2 ships, 7 barks, 2 steamers, 1 schooner—12, and 4 in port. Aggregate tonnage entered, 9,026.



Quarter ended December 31, 1867.¶	1	New York.....	1	150 bbls. flour, 500 bxs. soap, 100 ca. oil, butter, lard, cheese, &c.	7, 100 00	1	200 tons lignumvite, mahogany, sugar, &c.	7, 136 97
	1	Boston .....	1	90 bbls. flour, 355 bxs. soap, butter, cheese, lard, &c.	4, 500 00	1	60 tons logwood and fustic, &c.....	1, 833 16
	2	.....	2	.....	11, 600 00	2	.....	8, 970 13
	1	Baltimore.....	1	Provisions .....	2, 000 00	1	Ballast .....	.....
Quarter ended March 31, 1868.¶	1	New York.....	1	do .....	5, 000 00	1	Lignumvite, fustic, &c.....	1, 151 10
	2	.....	2	.....	7, 000 00	2	.....	1, 151 10
	1	New York.....	1	75 tons provisions .....	4, 500 00	1	100 tons lignumvite, hides, and mahogany.	3, 018 54
	2	.....	2	.....	.....	.....	.....	.....
Quarter ended September 30, 1868.††	2	Boston .....	1	45 tons provisions .....	2, 000 00	1	65 tons fustic, &c.....	1, 689 00
	1	Alta Vela.....	1	20 tons provisions .....	1, 500 00	1	Ballast .....	.....
	2	.....	2	.....	3, 500 00	2	.....	1, 689 00
	.....	No arrivals .....	.....	.....	.....	.....	No departures.....	.....
Quarter ended March 31, 1868.††	3	Boston .....	3	Provisions .....	27, 801 00	3	130 tons logwood and sundries .....	5, 787 00
	1	Philadelphia .....	1	431 tons coal .....	.....	1	Ballast .....	.....
	4	.....	4	.....	27, 801 00	4	.....	5, 787 00
	1	Porto Rico.....	1	Provisions .....	.....	.....	Molasses and sugar.....	.....
Quarter ended June 30, 1868. §§	5	Boston .....	6	Provisions, &c .....	52, 973 00	1	Coffee, logwood, &c.....	26, 719 00
	1	New York.....	.....	.....	.....	6	.....	.....
	7	.....	7	.....	52, 973 00	7	.....	26, 719 00
	.....	.....	.....	.....	.....	.....	.....	.....

\* Entered and cleared : 3 barks, 1 ship—4. Aggregate tonnage entered, 1 254. † Entered : 4 barks. Cleared : 3 barks, and 1 in port. Aggregate tonnage entered, 1,254.  
; Entered : 2 ships, and 1 in port. Cleared : 2 ships, 1 bark—3. Aggregate tonnage entered, 675. § Entered and cleared : 1 ship. Tonnage entered, 373.  
¶ Entered and cleared : 2 schooners. Aggregate tonnage entered, 261. ¶¶ Entered and cleared : 2 schooners. Aggregate tonnage entered, 239.  
†† Entered and cleared : 1 schooner. Tonnage entered, 118. ††† Entered and cleared : 1 schooner, 1 brig—2. Aggregate tonnage entered, 287.  
§§ Entered and cleared : 4 schooners. Aggregate tonnage entered, 505. §§§ Entered : 7 schooners. Cleared : 6 schooners; 1 condemned. Aggregate tonnage entered, 1,076.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>HAYTI.</b> <b>CAPE HAYTIEN.</b> <i>A. Folsom.</i> Quarter ended September 30, 1868.*	3	Boston .....	3	Boston .....	Provisions .....	\$12, 367 00	Hides and coffee .....	\$11, 551 00
	1	New York.....	1	Cuba .....	Coal.....	.....	Ballast .....	.....
	4	.....	4	.....	.....	12, 367 00	.....do .....	.....
								11, 551 00
<b>GONAIVES.</b> <i>A. Hilkenbach.</i> Quarter ended December 31, 1867.†	2	New York.....	2	New York.....	Provisions and lumber.....	15, 482 00	Logwood, coffee, and hides .....	7, 873 00
2d, 3d, and 4th quarters.....		No reports.....						
<b>PORT AU PRINCE.</b> <i>H. Conard.</i> Quarter ended December 31, 1867.‡	2	In port .....	2	Miragoane .....	Before reported .....	.....	69 bags cocoa, 110 bales cotton, 644 bags coffee, 170, 450 lbs. logwood.	526, 385 61
	7	New York.....	4	.....do .....	Assorted provisions.....	182, 484 00	3, 076 bags coffee, 388, 900 lbs. log- wood.	1, 330, 386 71
			2	St. Marc.....	.....do .....	73, 249 00	23 bales cotton, 1, 061 bags coffee, 138, 700 lbs. logwood.	481, 454 52
	4	Boston .....	1	Hamburg.....	.....do .....	27, 148 00	.....	.....
			2	Boston .....	.....do .....	25, 250 00	174 bags coffee, 293, 500 lbs. log- wood.	131 762 89
			1	Miragoane .....	.....do .....	15, 281 00	5, 900 ft. mahogany .....	11, 516 16
			1	In port .....	.....do .....	90, 265 00	In port .....	.....
	2	Digby .....	2	Miragoane .....	Lumber .....	6, 007 00	88, 600 lbs. logwood.....	10, 650 25
	2	Bangor .....	2	.....do .....	.....do .....	8, 176 00	240, 650 lbs. logwood.....	25, 974 52
	1	New Orleans.....	1	Cuba .....	Lumber and provisions.....	7, 181 00	24, 000 lbs. logwood.....	2, 652 29
	18	.....	18	.....	.....	365, 041 00	Hayden currency .....	2, 520, 782 95
Quarter ended March 31, 1866.§	1	In port .....	1	Miragoane .....	Before reported .....	.....	80, 000 lbs. logwood.....	8, 223 02
	8	New York.....	4	New York.....	Assorted provisions.....	115, 311 00	230, 000 lbs. logwood, 2, 844 bags cocoa, 1, 764 bags coffee, 566 bales cotton.	2, 267, 471 09



Quarter ended June 30, 1868.¶	2	In port	2	Miragoane	2	do	60,849 00	2	coffee, 9 bales cotton. 170,600 lbs. logwood, 200 bags coffee, 10 bales cotton.	108,931 41
	4	Boston	1	In port	1	do	42,672 00	1	In port	
			3	Boston	3	Assorted provisions and ice	27,148 00	3	745,300 lbs. logwood, 232 bags coffee	185,441 10
			1	New York	1	Assorted provisions	23,241 00	1	fee	
			1	Gonaive	1	Lumber	2,337 00	1	50,000 lbs. logwood, 220 bags coea, 210 bags coffee, 120 bales cotton.	316,085 76
	2	Digby	1	St. Marc	1	do	2,204 00	1	Ballast	
	1	Wilmington	1	In port	1	do	1,968 00	1	do	
	16		16		16		310,332 00	16	Haytien currency	3,451,933 75
	2	In port	1	Boston	1	Before reported		1	223,650 lbs. logwood, 320 bags coffee.	151,145 73
			1	New York	1	do		1	100,000 lbs. logwood, 1,500 bags coffee, 395 bales cotton, 26 bbls. honey.	1,294,990 16
	10	New York	4	do	4	Assorted provisions	132,085 00	4	515,500 lbs. logwood, 2,088 bags coffee, 844 bales cotton.	2,708,556 45
			2	Miragoane	2	do	89,308 00	2	160,000 lbs. logwood, 30 bales cotton.	87,468 93
			1	Inagua	1	do	61,735 00	1	Ballast	
			3	In port	3	do	78,531 00	3	In port	
	4	Boston	1	New York	1	do	16,500 00	1	57,000 lbs. logwood, 1,827 bags coffee, 50 bales cotton, 10 bbls. honey.	907,445 21
			1	Boston	1	do	12,382 00	1	173,000 lbs. logwood.	20,910 50
			2	In port	2	do	23,635 00	2	In port	
			1	Boston	1	Lumber	3,307 00	1	Rags, &c., 36 bbls. honey.	23,912 13
			1	In port	1	do	3,096 00	1	In port	
	18		18		18		420,579 00	18	Haytien currency	5,194,429 11
4th quarter		No report.								

\* Entered and cleared : 2 schooners, 2 brigs—4. Tonnage not reported.  
 † Entered : 3 barks, 10 brigs, 3 schooners—16, and 2 in port. Cleared : 3 barks, 3 schooners—17, and 1 in port. Tonnage not reported.  
 ‡ Entered : 3 barks, 10 brigs, 2 schooners—15, and 1 in port. Cleared : 2 barks, 11 brigs, 1 schooner—14, and 2 in port. Tonnage not reported.  
 § Entered : 2 barks, 11 brigs, 3 schooners—16, and 2 in port. Cleared : 3 barks, 6 brigs, 3 schooners—12, and 6 in port. Tonnage not reported.  
 || Entered : 2 ships, 1 schooner, 18 steamers—21, and 2 in port. Cleared : 2 ships, 2 schooners, 18 steamers—22, and 1 in port. Aggregate tonnage entered, 61, 139.



GUAYMAS. J. P. Winegar. First and second quarters.	12	Panama.....	12	Panama.....	1	Coal .....	13,050 00	4	400 lbs. coffee.....	64 00
	1	Nanaimo .....	1	Ventosa .....	...	...	...	3	1,040 dry skins.....	1,153 90
	3	Mazatlan.....	1	Nanaimo .....	8	English dry goods.....	127,212 00	21	737 deer-skins .....	183 75
	31	.....	1	In port.....	...	...	...	1	Ballast.....	.....
Quarter ended June 30, 1868.†	...	.....	...	.....	...	...	186,997 25	31	In port.....	.....
	...	.....	...	.....	...	...	...	...	...	3,728 35
	...	No reports.....	...	.....	...	...	...	...	...	...
	6	San Francisco...	6	San Francisco...	6	General merchandise .....	57,000 00	6	Treasure, hides, &c.....	172,000 00
Quarter ended September 30, 1868.‡	5	San Francisco...	5	Mexican ports ...	5	797 tons general merchandise.....	64,130 00	5	Treasure, hides, and cotton.....	108,660 00
	2	Lower California	1	Gulf California..	1	Fishing cruise .....	...	1	Ballast.....	...
	...	...	1	In port.....	1	Ballast.....	...	1	In port.....	...
	7	.....	7	.....	7	...	64,130 00	7	...	108,660 00
MANZANILLO. J. H. Notbora. Quarter ended December 31, 1867.¶	1	Acapulco.....	1	San Francisco...	1	450 bales cotton.....	19,250 00	1	Ballast.....	...
	2	San Francisco...	2	Panama .....	2	Machinery, tea, and merchandise .....	3,200 00	2	Silver coin .....	272,148 00
	3	Panama .....	3	San Francisco...	3	Merchandise.....	...	3	Silver coin, wood, and fruit .....	170,929 15
	6	.....	6	.....	6	...	22,450 00	6	...	443,077 15
Quarter ended March 31, 1868.**	8	Panama .....	8	San Francisco...	5	2,818 pkgs. merchandises.....	115,980 00	1	14 pkgs. honey, and silver coin ...	1,034 00
	10	San Francisco...	8	Panama.....	3	Ballast.....	...	3	Silver coin, honey, and fruit.....	11,459 00
	2	Nicaragua.....	2	Nicaragua.....	8	Drugs, lumber, machinery, merchan- dise, petroleum.	16,535 00	4	Ballast.....	329,700 00
	1	New York.....	2	San Francisco...	2	Drugs and merchandise .....	2,388 75	5	Silver coin .....	...
	21	.....	1	In port.....	2	Ballast .....	...	3	Ballast.....	...
	...	...	...	...	2	2,400 tons of coal .....	24,000 00	2	.....do .....	...
	...	...	...	...	1	...	...	2	.....do .....	...
	...	...	...	...	...	...	158,903 75	1	In port.....	...
	...	...	21	.....	21	...	...	21	...	342,191 00
	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...

\* Entered: 18 steamers, 2 ships, 1 schooner, 1 barge—22. Cleared: 18 steamers, 1 ship—19; 2 in port, and 1 condemned. Aggregate tonnage entered, 60,667.  
† Entered: 30 steamers, 1 ship—31, and 2 in port. Cleared: 30 steamers, 2 ships—32, and 1 in port. Aggregate tonnage entered, 71,192.  
‡ Entered: 28 steamers, 1 ship, 1 schooner—30, and 1 in port. Cleared: 28 steamers, 1 ship, 1 schooner—30, and 1 in port. Aggregate tonnage entered, 73,032.  
§ Entered and cleared: 4 steamers, 2 sloops—6. Aggregate tonnage entered, 4,817.  
¶ Entered: 5 steamers, 2 sloops—7. Cleared: 5 steamers, 1 sloop—6, and 1 in port. Aggregate tonnage entered, 7,007.  
|| Entered and cleared: 1 schooner, 5 steamers—6. Aggregate tonnage entered, 15,310.  
\*\* Entered: 20 steamers, 1 ship—21. Cleared: 20 steamers, and 1 ship in port. Aggregate tonnage entered, 48,562.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
MEXICO. • MANZANILLO. J. H. Noteware. Quarter ended June 30, 1868.*	1	In port.....	1	Chill.....	1	Before reported.....	1	Ballast.....
	14	San Francisco...	14	Panama.....	18	General merchandise.....		{ Silver and gold coin.....
	12	Panama.....	12	San Francisco...	10	.....do.....	38	{ Indigo.....
	6	Acapulco.....	6	Mazatlan.....	5	.....do.....		{ Soap, &c.....
Quarter ended September 30, 1868.†	6	Mazatlan.....	6	Acapulco.....	5	.....do.....		{ 46 00
	39	.....	39	.....		.....	39	.....
								507, 182 00
MAZATLAN. I. Sisson. Quarter ended December 31, 1867.‡	15	San Francisco...	13	San Francisco...	10	General merchandise.....		
	12	Panama.....	13	Panama.....	10	.....do.....		
	4	Mazatlan.....	3	Mazatlan.....	5	.....do.....		
	3	Acapulco.....	4	Acapulco.....	5	.....do.....		
Quarter ended March 31, 1868.§	1	New York.....	1	Callao.....	3	.....do.....		
			1	Liverpool.....	9	.....do.....		
	35	.....	35	.....		.....	35	Silver coin, &c.....
								139, 096 83
Quarter ended December 31, 1867.‡								139, 096 83
Quarter ended March 31, 1868.§	3	Guaymas.....	3	San Francisco...	3	Ballast.....	9	Ballast.....
	3	San Francisco...	2	Guaymas.....	2	380 tons general merchandise.....	1	Specie.....
			1	San Blas.....	1	100 tons general merchandise.....	9	Ballast.....
	6	.....	6	.....		.....	1	.....do.....
Quarter ended March 31, 1868.§								
Quarter ended March 31, 1868.§	9	San Francisco...	2	San Blas.....	1	170 tons general merchandise.....	1	Ballast.....
			3	Guaymas.....	1	Ballast.....	1	.....do.....
			1	Not stated.....	3	250 tons general merchandise.....	3	.....do.....
			2	Playa Colorado..	1	Ballast.....	1	.....do.....
Quarter ended March 31, 1868.§			1	Altata.....	2	.....do.....	9	.....do.....
			1	Santa Fe.....	1	.....do.....	1	.....do.....
			1	San Francisco...	1	.....do.....	1	.....do.....
			1	San Francisco...	1	.....do.....	1	.....do.....

Quarter ended June 30, 1868.†	12		12		12	80,000 00	19		
	8	San Francisco	1	Acapulco	1	Ballast	1	Ballast	
			4	Guaymas	4	352 tons general merchandise	1	do	
			3	In port	1	120 tons general merchandise	3	Hides and fruit	110,785 12
	5	La Paz	5	San Francisco	2	Ballast	2	In port	
			1	San Blas	5	do	1	do	
	1	Guaymas	1	San Blas	1	do	3	Ballast	
	5	Acapulco	5	Acapulco	1	do	2	Hides	21,184 00
	19		19				5	Ballast	
						143,000 00		do	
Quarter ended September 30, 1868.††	3	In port	1	La Paz	1	Not stated	1	Not stated	
			1	Guaymas	1	do	1	do	
	5	La Paz	5	San Francisco	1	do	1	do	
	6	San Francisco	4	Guaymas	5	Ballast	5	1,584 hides, 11,224 lbs. pepper, 65,000 lemons.	2,703 20
			1	Allata	4	410 tons general merchandise	4	Ballast	
	4	Acapulco	1	Acapulco	1	Ballast	1	do	
			2	do	1	do	1	do	
	1	San Francisco	1	do	2	do	2	do	
	1	In port	1	In port	1	do	1	do	
	18		18			128,000 00	1	In port	
MINATITLAN. R. C. Hoyt. Quarter ended December 31, 1867.**	1	In port	1	England	1	Before reported	1	600 tons mahogany	9,000 00
	1		1		1		1		9,000 00

\* Entered : 38 steamers, and 1 ship in port. Cleared : 38 steamers, 1 ship—39. Aggregate tonnage entered, 67,143.  
† Entered and cleared : 32 steamers, 1 ship, 1 bark, 1 schooner—35. Aggregate tonnage entered, 68,553.  
† Entered and cleared : 5 steamers, 1 schooner—6. Aggregate tonnage entered, 8,962.18.  
† Entered and cleared : 2 schooners, 6 steamers, 3 ships, 1 bark—12. Aggregate tonnage entered, 9,669.08.  
† Entered : 17 steamers, 1 schooner, 1 bark—19. Cleared : 16 steamers, 1 schooner, 1 bark—18, and 1 in port. Aggregate tonnage entered, 14,865.38.  
† Entered : 16 steamers, 1 bark, 1 ship—18. Cleared : 15 steamers, 1 bark, 1 ship—17, and 1 in port. Aggregate tonnage entered, 16,536.29.  
\*\* Entered : 1 in port. Cleared : 1 bark. Tonnage before reported.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
MEXICO. ACAPULCO. J. A. Sutton. Quarter ended December 31, 1887—Continued.	1	New York.....	1	Callao.....	1,775 tons coal.....	.....	1 Ballast.....	.....
	9	Panama.....	9	San Francisco.....	Ballast.....	.....	7 Limes, hides, deer-skins, &c.....	\$4,589 10
	10	San Francisco.....	1	Manzanillo.....	do.....	.....	9 Ballast.....	.....
	1	Cardiff.....	9	Panama.....	do.....	.....	9 Hides and deer-skins.....	1,197 97
Quarter ended March 31, 1888.*	23	.....	1	Callao.....	2,135 tons coal.....	.....	7 Ballast.....	.....
	.....	.....	23	.....	.....	.....	1 do.....	.....
	10	San Francisco.....	1	In port.....	Ballast.....	.....	.....	5,786 07
	9	Panama.....	9	Panama.....	Amtd. cargo, produce, and ballast.....	\$17,989 65	1 In port.....	.....
Quarter ended June 30, 1888.†	9	Panama.....	1	San Francisco.....	Amtd. cargo, cotton goods, &c., ballast.....	185,377 00	9 Amtd. carboys, hides, deer-skins, cochineal, and ballast.....	10,609 16
	1	Whaling cruise.....	9	(Condemned).....	1,300 gals. sperm oil.....	1,300 00	9 Fruit, steam pumps, and ballast.....	2,922 07
	9	New York.....	1	Hongkong.....	1,331 tons coal.....	13,310 00	1 (Condemned).....	.....
	22	.....	1	In port.....	1,600 tons coal.....	11,200 00	1 Ballast.....	.....
Quarter ended June 30, 1888.†	9	.....	23	.....	.....	929,175 65	1 In port.....	12,871 23
	9	In port.....	1	In port.....	Before reported.....	.....	.....	.....
	14	San Francisco.....	1	Not stated.....	do.....	.....	1 Ballast.....	.....
	11	Panama.....	13	Manzanillo.....	40 kegs powder.....	400 00	1 do.....	.....
Quarter ended June 30, 1888.†	5	Manzanillo.....	8	Panama.....	General merchandise.....	12,448 17	3 Hides and skins.....	1,847 96
	1	Cardiff.....	7	San Francisco.....	Ballast.....	119,377 42	10 Ballast.....	.....
	33	.....	4	Manzanillo.....	General merchandise.....	775 00	1 Cochineal.....	66 40
	.....	.....	3	Manzanillo.....	Flour and dry goods.....	.....	10 Ballast.....	.....
Quarter ended June 30, 1888.†	1	Cardiff.....	1	Callao.....	Ballast.....	6,730 00	9 do.....	.....
	.....	.....	1	Callao.....	2,046 tons coal.....	.....	3 do.....	.....
	.....	.....	.....	.....	.....	139,719 56	1 do.....	.....
	.....	.....	33	.....	.....	.....	.....	2,454 26



TAMPICO. F. Chase. Quarter ended December 31, 1867.¶	1	Mobile.....	1	Mobile.....	1	Lumber.....	2,500 00	1	Fruit.....	352 44
	1	New York.....	1	New York.....	1	Assorted cargo.....	.....	1	Hides, &c.....	12,549 41
	1	Havana.....	1	Mobile.....	1	Ballast.....	.....	1	Fruit.....	184 50
	1	Pensacola.....	1	.....do.....	1	Lumber.....	2,000 00	1	.....do.....	215 25
	4	.....	4	.....	4	.....	4,500 00	4	.....	13,301 60
Quarter ended March 31, 1868.¶	4	New York.....	4	New York.....	4	Provisions, &c.....	61,151 00	4	Hides and goat-skins.....	69,411 18
	1	New Orleans.....	1	.....do.....	1	Provisions and lumber.....	4,223 00	1	Hides, &c.....	7,689 00
	2	Galveston.....	2	Galveston.....	2	Lumber.....	2,865 00	2	Fruit.....	399 75
	1	Pensacola.....	1	.....do.....	1	.....do.....	1,500 00	1	.....do.....	215 25
	8	.....	8	.....	8	.....	69,739 00	8	.....	77,715 18
Quarter ended June 30, 1868.**	3	New Orleans.....	3	New York.....	3	75,000 ft. lumber.....	5,923 00	3	Produce.....	26,001 00
	2	New York.....	2	.....do.....	2	Assorted cargo.....	.....	2	.....do.....	59,586 00
	5	.....	5	.....	5	.....	5,923 00	5	.....	85,587 00
	.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4th quarter.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
VERA CRUZ. E. H. Saulnier. Quarter ended December 31, 1867.††	8	New York.....	8	New York.....	8	Assorted cargo and cotton.....	.....	8	Assorted cargo, ballast.....	.....
	5	New Orleans.....	3	Pensacola.....	3	.....do.....	.....	3	Ballast.....	.....
	.....	.....	2	Campeachy.....	2	Cotton.....	.....	2	Troops.....	.....
	13	.....	13	.....	13	.....	.....	13	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Entered: 1 bark, 2 schooners, 2 brigs—5. Cleared: 1 bark, 2 schooners—3, and 2 in port. Aggregate tonnage entered, 1,258. 24.  
† Entered: 1 schooner, and 2 in port. Cleared: 2 brigs, and 1 in port. Tonnage entered, 405. 94.  
‡ Entered: 2 schooners, and 1 in port. Cleared: 2 schooners, 1 brig—3. Aggregate tonnage entered, 281. 51.  
§ Entered and cleared: 1 bark, 2 schooners—3. Aggregate tonnage entered, 620. 65.  
|| Entered and cleared: 4 schooners. Aggregate tonnage entered, 354.  
¶ Entered and cleared: 8 schooners. Aggregate tonnage entered, 932.  
\*\* Entered and cleared: 5 schooners. Aggregate tonnage entered, 521.  
†† Entered and cleared: 8 steamers, 2 barks, 1 schooner, 2 brigs—13. Aggregate tonnage entered, 6,838.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of vessels.	Where from.	No. of vessels.	Where for.	Description.	Value.	Description.	Value.
MEXICO. MANZANILLO. J. H. Notzara. Quarter ended June 30, 1867.	1	In port.....	1	Chili.....	Before reported.....	.....	1 Ballast.....	.....
	14	San Francisco.....	14	Panama.....	General merchandise.....	.....	{ Silver and gold coin.....	\$305, 100 00
	12	Panama.....	12	San Francisco.....	do.....	\$147, 973 00	{ Indigo.....	2, 036 00
	6	Acapulco.....	6	Manzanillo.....	do.....	.....	{ Soap, &c.....	46 00
Quarter ended September 30, 1867.	39	.....	39	Acapulco.....	do.....	147, 973 00	.....	507, 183 00
	13	San Francisco.....	13	San Francisco.....	General merchandise.....	.....	.....	.....
	13	Panama.....	13	Panama.....	do.....	.....	.....	.....
	4	Manzanillo.....	4	Manzanillo.....	do.....	235, 063 70	35 Silver coin, &c.....	132, 006 83
MANZANILLO. I. Sison. Quarter ended December 31, 1867.	1	Acapulco.....	1	Acapulco.....	do.....	.....	.....	.....
	1	New York.....	1	Callao.....	do.....	.....	.....	.....
	35	.....	35	Liverpool.....	do.....	235, 063 70	.....	132, 006 83
	3	Guaymas.....	3	San Francisco.....	Ballast.....	.....	.....	.....
Quarter ended March 31, 1868.	3	San Francisco.....	3	Guaymas.....	do.....	.....	.....	.....
	1	San Blas.....	1	San Blas.....	280 tons general merchandise.....	220, 000 00	.....	56, 000 00
	6	.....	6	San Blas.....	100 tons general merchandise.....	35, 000 00	.....	.....
	9	San Francisco.....	9	San Blas.....	do.....	375, 000 00	.....	56, 000 00
Quarter ended March 31, 1868.	1	San Francisco.....	1	San Blas.....	170 tons general merchandise.....	22, 000 00	.....	.....
	3	Guaymas.....	3	Guaymas.....	Ballast.....	.....	.....	.....
	1	Not stated.....	1	Not stated.....	250 tons general merchandise.....	56, 000 00	.....	.....
	2	Playa Colorado.....	2	Playa Colorado.....	Ballast.....	.....	.....	.....

Quarter ended March 31, 1868. ‡	2	.....	2	.....	2, 203 09	2	.....	10, 475 56
	1	Boston .....	1	Boston .....	4, 018 30	1	Lumber and provisions.....	9, 475 04
							Sarsaparilla, hides, deer-skins, India rubber, Lima wood, fustic, hide cuttings, turtleshell.	
Quarter ended June 30, 1868. ¶	1	Boston .....	1	Boston .....	5, 213 61	1	Lumber and provisions.....	4, 505 92
	1	Bangor .....	1	Truxillo .....	420 00	1	Soap and flour .....	5, 025 96
	2	.....	2	.....	5, 633 61	2	.....	9, 531 88
	1	Boston .....	1	Boston .....	2, 074 39	1	Provisions, lumber, &c.....	9, 850 94
Quarter ended September 30, 1868. *  NICARAGUA. SAN JUAN DEL SUR. A. L. Tompkins.								
	6	San José .....	6	Panama .....		6	General merchandise .....	
	6	Panama .....	6	San José .....		6	.....do .....	
	12	.....	12	.....		12	.....	
Quarter ended March 31, 1868. ‡	6	San José .....	6	Panama .....		12	Cargoes unknown.....	
	6	Panama .....	6	San José .....				
	12	.....	12	.....				
Quarter ended June 30, 1868. §§	6	San José .....	6	Panama .....		12	Cargoes unknown.....	
	6	Panama .....	6	San José .....				
	12	.....	12	.....				

\* Entered : 5 steamers, 6 schooners, 1 brig—12. Cleared : 3 steamers, 6 schooners, 1 brig—10 ; 1 wrecked, and 1 in port. Aggregate tonnage entered, 4,871.  
† Entered : 3 steamers, 4 schooners, 1 bark, 2 brigs—10, and 1 in port. Cleared : 4 steamers, 4 schooners, 1 bark, 2 brigs—11. Aggregate tonnage entered, 5,508.  
‡ Entered and cleared : 5 steamers. Aggregate tonnage entered, 4,969.  
§ Entered and cleared : 1 brig. Tonnage entered, 212 22.  
¶ Entered and cleared : 1 brig. Tonnage entered, 212 22.  
‡ Entered and cleared : 12 steamers. Aggregate tonnage entered, 11,874.  
§§ Entered and cleared : 12 steamers. Aggregate tonnage entered, 12,486.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
MEXICO. MINATITLAN. R. C. Hoyt. Quarter ended March 31 1868.*	1	New Orleans.....	1	New Orleans.....	1	250 tons assorted merchandise.....	1	290 tons mahogany.....
	1	New York.....	1	New York.....	1	100 tons assorted merchandise.....	1	280 tons mahogany.....
	1	Aspinwall.....	1	In port.....	1	Ballast.....	1	In port.....
	1	Vera Cruz.....	1	New York.....	1	do.....	1	250 tons mahogany.....
	1	Galveston.....	1	In port.....	1	do.....	1	In port.....
	5	.....	5	.....	5	.....	5	.....
	2	In port.....	1	Liverpool.....	1	Before reported.....	2	546½ tons mahogany.....
	1	Vera Cruz.....	1	New York.....	1	do.....	1	In port.....
	3	.....	3	In port.....	3	Ballast.....	3	.....
	1	In port.....	1	New York.....	1	Before reported.....	1	435 tons mahogany.....
Quarter ended June 30, 1868.†	2	Vera Cruz.....	1	do.....	1	Ballast.....	1	223 tons mahogany.....
	3	.....	1	New Orleans.....	1	Lumber and liquors.....	1	Ballast.....
	3	.....	3	.....	3	.....	3	.....
	1	In port.....	1	New York.....	1	Before reported.....	1	435 tons mahogany.....
	2	Vera Cruz.....	1	do.....	1	Ballast.....	1	223 tons mahogany.....
	3	.....	1	New Orleans.....	1	Lumber and liquors.....	1	Ballast.....
	3	.....	3	.....	3	.....	3	.....
	1	In port.....	1	New York.....	1	Before reported.....	1	435 tons mahogany.....
	2	Vera Cruz.....	1	do.....	1	Ballast.....	1	223 tons mahogany.....
	3	.....	1	New Orleans.....	1	Lumber and liquors.....	1	Ballast.....
Quarter ended September 30, 1868.‡	1	In port.....	1	New York.....	1	Before reported.....	1	435 tons mahogany.....
	2	Vera Cruz.....	1	do.....	1	Ballast.....	1	223 tons mahogany.....
	3	.....	1	New Orleans.....	1	Lumber and liquors.....	1	Ballast.....
	3	.....	3	.....	3	.....	3	.....
	1	In port.....	1	New York.....	1	Before reported.....	1	435 tons mahogany.....
	2	Vera Cruz.....	1	do.....	1	Ballast.....	1	223 tons mahogany.....
	3	.....	1	New Orleans.....	1	Lumber and liquors.....	1	Ballast.....
	3	.....	3	.....	3	.....	3	.....
	1	In port.....	1	New York.....	1	Before reported.....	1	435 tons mahogany.....
	2	Vera Cruz.....	1	do.....	1	Ballast.....	1	223 tons mahogany.....
LAGUNA. J. M. Roura. Quarter ended December 31, 1867.	1	Santiago de Cuba.....	1	New York.....	1	Ballast.....	1	5,990 — logwood, 548 — fustic.
	1	New York, via Vera Cruz.....	1	do.....	1	do.....	1	920 — logwood, 100 tons ma- hogany, 2 bales deer-skins.
	1	New York, via Tampico.....	1	do.....	1	General cargo.....	1	Loading.....
	3	.....	3	.....	3	.....	3	.....
	1	Santiago de Cuba.....	1	New York.....	1	Ballast.....	1	5,990 — logwood, 548 — fustic.
	1	New York, via Vera Cruz.....	1	do.....	1	do.....	1	920 — logwood, 100 tons ma- hogany, 2 bales deer-skins.
	1	New York, via Tampico.....	1	do.....	1	General cargo.....	1	Loading.....
	3	.....	3	.....	3	.....	3	.....
	1	Santiago de Cuba.....	1	New York.....	1	Ballast.....	1	5,990 — logwood, 548 — fustic.
	1	New York, via Vera Cruz.....	1	do.....	1	do.....	1	920 — logwood, 100 tons ma- hogany, 2 bales deer-skins.
	1	New York, via Tampico.....	1	do.....	1	General cargo.....	1	Loading.....

Quarter ended March 31, 1868. ‖	2		2			2		2, 203 09			2		10, 475 56
	1	Boston	1	Boston	1	1	Lumber and provisions	4, 018 30			1	Sarsaparilla, hides, deer-skins, India rubber, Lima wood, fustic, hide cuttings, turtleshell.	9, 475 04
Quarter ended June 30, 1868. †	1	Boston	1	Boston	1	1	Lumber and provisions	5, 213 61			1	Sarsaparilla, hides, deer-skins, India rubber, hide cuttings, and fustic.	4, 505 92
	1	Bangor	1	Truxillo	1	1	Soap and flour	420 00			1	Sarsaparilla, deer-skins, and rubber	5, 025 96
	2		2		2			5, 633 61			2		9, 531 88
Quarter ended September 30, 1868. ††	1	Boston	1	Boston	1	1	Provisions, lumber, &c.	2, 074 39			1	Hides, sarsaparilla, deer-skins, India rubber, fustic, turtleshell, cocoanut oil, &c.	9, 850 94
NICARAGUA.													
SAN JUAN DEL SUR.													
A. L. Tompkins.													
Quarter ended December 31, 1867. ††	6	San José	6	Panama	6	6	General merchandise				6	General merchandise	
	6	Panama	6	San José	6	6	do				6	do	
	12		12		12						12		
Quarter ended March 31, 1868. ††	6	San José	6	Panama	12	12	Cargoes unknown				12	Cargoes unknown	
	6	Panama	6	San José									
	12		12		12						12		
Quarter ended June 30, 1868. §§	6	San José	6	Panama	12	12	Cargoes unknown				12	Cargoes unknown	
	6	Panama	6	San José									
	12		12		12						12		

\* Entered : 5 steamers, 6 schooners, 1 brig—12. Cleared : 3 steamers, 6 schooners, 1 brig—10 ; 1 wrecked, and 1 in port. Aggregate tonnage entered, 4,871.  
† Entered : 3 steamers, 4 schooners, 1 bark, 2 brigs—10, and 1 in port. Cleared : 4 steamers, 4 schooners, 1 bark, 2 brigs—11. Aggregate tonnage entered, 5,508.  
‡ Entered and cleared : 5 steamers. Aggregate tonnage entered, 4,969.  
§ Entered and cleared : 1 brig. Tonnage entered, 212 22.  
¶ Entered and cleared : 1 brig. Tonnage entered, 212 22.  
‡† Entered and cleared : 12 steamers. Aggregate tonnage entered, 11,874.  
§§ Entered and cleared : 12 steamers. Aggregate tonnage entered, 12,486.





4	Philadelphia .....	1	Philadelphia .....	29,355 00	1	33,660 lbs. coffee, 433 hides, 60,000 lbs. bran, \$4,947 50 specie, in United States gold and silver.	14,108 44
2	.....do .....	2	.....do .....	64,986 45	2	10,340 lbs. coffee, 3,960 lbs. cocoa, 25 cases bitters, 1,349 hides, 1,438 lbs. hide cuttings, \$21,130 specie, in United States gold.	35,912 90
2	New York .....	2	New York .....	60,084 85	2	18,700 lbs. cocoa, 2,800 wheat bags, 807 hides, 1,948 deer-skins, 6,501 lbs. corn, 2,735 horns, 107½ tons fustic, 1 canel oranges, 1 box sweetmeats, 143½ doz. straw hats, \$21,366 38 specie, in United States gold.	47,037 13
8	.....do .....	8	.....do .....	236,379 05	8		161,926 06

\* Entered and cleared : 11 steamers. Aggregate tonnage entered, 10,547.  
† Entered and cleared : 2 steamers, 1 schooner—3. Aggregate tonnage entered, 2,390.08.  
‡ Entered and cleared : 3 barks, 2 brigs, 2 brigantines, 1 steamer—8. Aggregate tonnage entered 2,619.84.

† Entered and cleared : 4 steamers. Aggregate tonnage entered, 4,574.99.  
‡ Entered and cleared : 2 steamships. Aggregate tonnage entered, 5,191.46.



1	Philadelphia .....	1	33,660 lbs. coffee, 433 hides, 60,000 lbs. bran, \$4,947 50 specie, in United States gold and silver.	29,355 00	1	33,660 lbs. coffee, 433 hides, 60,000 lbs. bran, \$4,947 50 specie, in United States gold and silver.	14,108 44
4	Philadelphia .....	2	10,340 lbs. coffee, 3,960 lbs. cocoa, 25 cases bittera, 1,349 hides, 1,438 lbs. hide cuttings, \$21,130 specie, in United States gold.	64,986 45	2	10,340 lbs. coffee, 3,960 lbs. cocoa, 25 cases bittera, 1,349 hides, 1,438 lbs. hide cuttings, \$21,130 specie, in United States gold.	35,912 90
2	do .....	2	18,700 lbs. cocoa, 2,800 wheat bags, 807 hides, 1,948 deer-skins, 6,501 lbs. corn, 2,735 horns, 107½ tons fustic, 1 canel oranges, 1 box sweetmeats, 143½ doz. straw hats, \$21,366 38 specie, in United States gold.	60,084 85	2	18,700 lbs. cocoa, 2,800 wheat bags, 807 hides, 1,948 deer-skins, 6,501 lbs. corn, 2,735 horns, 107½ tons fustic, 1 canel oranges, 1 box sweetmeats, 143½ doz. straw hats, \$21,366 38 specie, in United States gold.	47,037 13
8	.....	8	.....	236,379 05	8	.....	161,926 06

\* Entered and cleared : 11 steamers. Aggregate tonnage entered, 10,547. † Entered and cleared : 4 steamers. Aggregate tonnage entered, 4,574. 99.  
† Entered and cleared : 2 steamers, 1 schooner—3. Aggregate tonnage entered, 2,390. 06. ‡ Entered and cleared : 2 steamships. Aggregate tonnage entered, 5,191. 46.  
|| Entered and cleared : 3 barbs, 2 brigs, 2 brigantines, 1 steamer—8. Aggregate tonnage entered 2,619.84.

**2**  
*Navigation and Commerce of the United States with Foreign Countries—Continued.*

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
<b>VENEZUELA.</b> LAGUAYRA. <i>C. H. Lochr.</i> Quarter ended March 31, 1868.*	1	Martinique.....	1	St. Croix .....	100 bbls. potatoes, 65 bbls. apples, 24 bbls. onions, 50 bbls. codfish, 50 kits mackerel.	\$868 78	1 Inward cargo .....	.....
Quarter ended June 30, 1868.†	4	Philadelphia .....	4	Philadelphia .....	General assorted cargo .....	105, 110 37	4 General cargo .....	\$132, 286 18
	4	New York .....	4	New York .....	.....do .....	107, 918 42	4 .....	131, 327 66
	1	New Orleans .....	1	Sold .....	Ballast .....	.....	1 Sold .....	.....
	1	St. Thomas .....	1	Cumana .....	Diving apparatus .....	.....	1 Inward cargo .....	.....
	10	.....	10	.....	.....	212, 028 79	.....	263, 613 84
Quarter ended September 30, 1868.	.....	No arrivals .....	.....	.....	.....	.....	No departures .....	.....
<b>PUERTO CABELLO.</b> <i>A. Lacombe.</i> Quarter ended December 31, 1867.‡	1	New York .....	1	New York .....	Flour, Florida water, &c. ....	732 06	1 Gold .....	1, 343 75
2d, 3d, and 4th quarters ..	.....	No reports .....	.....	.....	.....	.....	.....	.....
<b>U. S. OF COLOMBIA.</b> CARTHAGENA. <i>A. S. Hanaberg.</i> Quarter ended December 31, 1867.§	1	Savannilla .....	1	In port .....	Provisions .....	.....	1 In port .....	.....
Quarter ended March 31, 1868.¶	1	In port .....	1	New York .....	Before reported .....	.....	1 12,383 ks. India rubber .....	7, 070 00
	3	Savannilla .....	2	New York .....	Provisions .....	.....	409 ks. Peruvian bark .....	883 93
							22,964.02 tons .....	341 44
							27,814 lbs. India rubber .....	4, 037 75
							761 hides .....	1, 110 90

Quarter ended June 30, 1868.†	5				5		1,747 ks. balsam tolu	1,170 00
							36,440 lbs. old iron	240 00
							1,825 lbs. old rope	20 00
								71,506 98
	1	In port			1	Before reported	Ballast	
	2	New York			2	Provisions	55,501 ks. India rubber	97,228 80
							1,114 hides	2,410 87
							637 lbs. ipecacuanha	745 22
Quarter ended September 30, 1868.**							290 lbs. cocoa	68 50
							1,925 lbs. coffee	256 00
								30,709 39
	4	New York			4	Sundries	61,319 ks. India rubber, 7 879 ks. coffee, 425 ks. hides and skins, 3,900 ks. fustic.	31,093 13
	1	Rio Hache			1	Ballast		
	1	Aspinwall			1	do	To load at Cispata	
								31,093 13
Quarter ended December 31, 1867.††								
	3	In port			1	Before reported	In port	
	3	New York			2	do	General merchandise	561,500 00
					1	Coal, 2,113.6-20 tons	In port	
					1	Ballast	General merchandise	110,860 00
					1	do	Ballast	
	2	Payta			2	Sperm oil, 31,060 gals.	Ballast and stones	
	1	Talcubana			1	Sperm oil, 23,946 gals.	do	
	1	Buena Ventura			1	Lumber, tobacco, and rubber	General merchandise	3,000 00
PANAMA. J. Hough.	2	San Francisco			1	Ballast	In port	
Quarter ended December 31, 1867.††								

\* Entered and cleared : 1 brigantine. Tonnage entered, 159.36.  
† Entered and cleared : 4 barks, 2 brigs, 2 brigantines, 2 schooners—10. Aggregate tonnage entered, 2,372.53. Entered and cleared : 1 steamer. Tonnage entered, 677.84.  
‡ Entered : 1 brigantine, and 1 in port. Aggregate tonnage entered, 179.54.  
§ Entered : 4 schooners, and 1 in port. Cleared : 3 schooners, 1 brig—4, and 1 in port. Aggregate tonnage entered, 618.48.  
¶ Entered : 2 schooners, and 1 in port. Cleared : 3 schooners. Aggregate tonnage entered, 615. Entered and cleared : 4 schooners, 2 brigs—6. Aggregate tonnage entered, 955.  
†† Entered : 19 steamships, 2 ships, 2 barks, 3 schooners—26, and 3 in port. Cleared : 18 steamships, 1 ship, 2 barks, 2 schooners—23, and 6 in port. Aggregate tonnage entered, 40,866.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
U. S. OF COLOMBIA. PANAMA. <i>J. Hough.</i> Quarter ended December 31, 1867—Continued.	11	San Francisco . . .	11	San Francisco . . .	General cargo . . . . .	\$7,543,578 00	Ballast and stones . . . . .	.....
	6	Central America . .	2	In port . . . . .	do . . . . .	2,022,500 00	General merchandise . . . . .	\$5,039,781 00
			4	Central America . .	do . . . . .	.....	In port . . . . .	.....
	29	.....	29	.....	.....	9,702,058 00	General merchandise . . . . .	965,400 00
Quarter ended March 31, 1868.*	6	In port . . . . .	1	Callao . . . . .	Before reported . . . . .	.....	Ballast . . . . .	.....
			1	In port . . . . .	do . . . . .	.....	In port . . . . .	.....
			2	Central America . .	do . . . . .	.....	General merchandise . . . . .	469,300 00
			1	Cocos Island . . . .	do . . . . .	.....	Ballast . . . . .	.....
3d and 4th quarters . . . . .	14	San Francisco . . .	12	San Francisco . . .	do . . . . .	.....	General merchandise . . . . .	57,600 00
			1	do . . . . .	Treasure and merchandise . . . . .	6,298,926 00	do . . . . .	6,599,100 00
			1	Sold . . . . .	Ballast . . . . .	.....	Sold . . . . .	.....
	6	Central America . .	4	In port . . . . .	Merchandise . . . . .	7,321 00	In port . . . . .	.....
Quarter ended December 31, 1867.†	1	New York . . . . .	2	Central America . .	Indigo, coffee, and merchandise . . . . .	900,845 00	General merchandise . . . . .	981,900 00
	1	Baltimore . . . . .	1	In port . . . . .	Coffee and merchandise . . . . .	286,397 00	In port . . . . .	.....
	1	Buena Ventura . . .	1	San Francisco . . .	Ballast . . . . .	40,255 00	General merchandise . . . . .	160,000 00
	29	.....	1	In port . . . . .	Coals . . . . .	3,500 00	In port . . . . .	.....
SABANILLA. <i>E. P. Pellet.</i> Quarter ended December 31, 1867.†			29	Buena Ventura . . .	Lumber and rubber . . . . .	7,536,049 00	General merchandise . . . . .	30,000 00
				.....	.....	.....	.....	8,297,900 00
				.....	.....	.....	.....	.....
				.....	.....	.....	.....	.....
Quarter ended December 31, 1867.†	1	New York . . . . .	1	Carthagena . . . . .	General cargo . . . . .	.....	1,536 sweet hides . . . . .	3,552 64
				.....	.....	.....	907 salt hides . . . . .	2,055 04
				.....	.....	.....	90 tons fuel . . . . .	400 00
				.....	.....	.....	47,125 lbs. coffee . . . . .	6,478 00
Quarter ended December 31, 1867.†				.....	.....	.....	710 doz. hats . . . . .	4,480 00
				.....	.....	.....	.....	.....
				.....	.....	.....	.....	.....
				.....	.....	.....	.....	.....



Quarter ended March 31, 1868.†	1	.....	1	.....	1	.....	6½ tons Brazil wood.....	17,096 93
	2	Santa Martha.....	2	Carthagena.....	6	General merchandise.....	4,181 lbs. balsam of tolu.....	1,672 40
	3	.....do.....	3	New York.....			97,075 lbs. coffee.....	14,988 00
	1	New York.....	1	In port.....			5,079 sweet hides.....	14,148 92
							6,100 lbs. quina.....	648 00
							1,309 sweet hides.....	2,900 52
							219 tons fustic.....	4,012 20
							2,729 doz. hats.....	23,034 00
							5 bales hide cuttings.....	22 50
							3,360 lbs. ratentha root.....	358 40
Quarter ended June 30, 1868.‡	6	.....	6	.....	6	.....	54 goat-skins.....	16 20
	3	Santa Martha....	1	New York.....	1	General cargo.....	156 bales India rubber.....	5,807 34
							In port.....	.....
							.....	67,608 48
							1,198 hides.....	2,329 64
							76 tons fustic.....	1,226 00
							64 bales India rubber.....	2,409 75
							10,000 lbs. coffee.....	1,600 00
							3,094 hides.....	6,362 37
							70,905 lbs. coffee.....	6,885 70
Quarter ended September 30, 1868.¶	3	.....	3	.....	3	.....	6,950 cigars.....	74 05
							216 lbs. raisins.....	259 20
							9 bales hide cuttings.....	40 50
							779 bales quina.....	592 00
							25 tons fustic.....	400 00
							.....	22,179 21
	3	Santa Martha....	1	New York.....	1	Unknown.....	542 bags coffee, 250 doz. straw hats, 11 tons fustic, 11 bales hide cuttings, 1 bale goat-skins, 56 bales hides.....	8,356 28
							650 bales hides, 166 bales bark, 140 bags coffee, 358 hides, 1,385.7-12 doz. hides, 3 bales ipecacuanha, 11 tons fustic, 25 bales India rubber, &c.....	17,735 57
							.....	.....
							.....	26,091 85

\* Entered : 20 steamships, 2 schooners, 1 ship—23, and 6 in port. Cleared : 19 steamships, 1 schooner, 1 ship—21, and 7 in port; sold, 1. Aggregate tonnage entered, 46,016.  
† Entered and cleared : 1 brig. Tonnage entered, 179.54.      ‡ Entered : 6 schooners. Cleared : 5 schooners, and 1 in port. Aggregate tonnage entered, 866.74.  
¶ Entered and cleared : 3 schooners. Aggregate tonnage entered, 513.      ¶ Entered and cleared : 1 brig, 2 schooners—3. Aggregate tonnage entered, 448.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD		CARGOES OUTWARD	
	No. of vessels	Where from.	No. of vessels	Where for.	Description.	Value.	Description.	Value.
U. S. OF COLOMBIA. SAN ANDRES. P. B. Livingston. 1st and 2d quarters	No reports.	No reports.						
	2	New York	2	Spanish Main.	General cargo.	\$3,000 00	2 Ballast	
	6	Spanish Main	2	do	do		2 do	
			4	Providence	do		3 do	
Quarter ended June 30, 1898.	2	Guadaloupe	2	Spanish Main.	do	2,000 00	1 80,000 coconuts	
	1	Trinidad	1	do	Ballast		2 Ballast	
	11		11			5,000 00	1 do	
		No report.						
4th quarter.								
BRAZIL. BAHIA. R. H. Edes. Quarter ended December 31, 1897.†	9	In port	1	Condemned, sold	Before reported		1 Condemned and sold	
	3	New York	1	New York	do		1 Inward cargo	\$8,000 00
	3	Rio de Janeiro	3	Rio de Janeiro	Provisions and sundries	9,500 00	3 Mails	
	1	Pernambuco	3	New York	Mails	4,400 00	3 Mails	
Quarter ended March 31, 1898.†	9		9		Kerosene and drugs	13,900 00	1 Sold	
								8,000 00
	3	New York	3	Rio de Janeiro	Sundries	17,100 00	3 Mails	
	2	Pernambuco	1	Maceio	Kerosene and sundries	7,300 00	1 Ballast	
	3	Rio de Janeiro	3	New York	Kerosene, flour, and drugs	18,500 00	1 In port	
	1	Pernambuco	1	Rio de Janeiro	Mails	4,100 00	3 Brazil wood and sugar	2,500 00
							1 Inward cargo	4,100 00
						47,000 00		4,050 00

Quarter ended June 30, 1868. §	1	In port . . . . .	1	New York . . . . .	1	Before reported . . . . .	1	3,400 bags sugar . . . . .	20,800 00
	3	New York . . . . .	3	Rio de Janeiro . . . . .	3	Sundries . . . . .	3	Malls . . . . .	1,800 00
	4	Rio de Janeiro . . . . .	3	New York . . . . .	3	Malls . . . . .	3	150 bags coffee, &c . . . . .	9,600 00
	2	Pernambuco . . . . .	1	In port . . . . .	1	Ballast . . . . .	1	In port . . . . .	25,000 00
	1	Montevideo . . . . .	1	New York . . . . .	1	Kerosene and sundries . . . . .	1	13 cases sugar and rosewood . . . . .	57,000 00
Quarter ended September 30, 1868. ¶	11	Montevideo . . . . .	11	New York . . . . .	11	Ballast . . . . .	1	Rosewood and Brazil wood . . . . .	66,400 00
	2	In port . . . . .	1	Liverpool . . . . .	2	Before reported . . . . .	2	Cotton, sugar, rum . . . . .	600 00
	3	New York . . . . .	3	Montevideo . . . . .	3	Sundries . . . . .	3	Malls . . . . .	600 00
	1	Pernambuco . . . . .	1	Rio de Janeiro . . . . .	1	Kerosene and sundries . . . . .	1	Plassava . . . . .	67,000 00
	3	Rio de Janeiro . . . . .	3	Pernambuco . . . . .	3	1,000 bbla flour . . . . .	3	Malls . . . . .	13,085 00
Quarter ended December 31, 1867. ¶	9	Rio de Janeiro . . . . .	9	New York . . . . .	9	Before reported . . . . .	9	Deer-skins and hides . . . . .	16,894 00
	1	New York . . . . .	1	Para . . . . .	1	550 bbla flour, 100 bbla kerosene oil, &c . . . . .	1	Deer-skins and hides . . . . .	609 00
	3	New York . . . . .	3	New York, via Para . . . . .	3	1,435 bbla flour, 225 bbla kerosene oil, domestica . . . . .	3	Deer-skins and hides . . . . .	609 00
	4	New York . . . . .	1	Buenos Ayres . . . . .	1	Ballast . . . . .	1	Called for coals . . . . .	3,673 87
	4	New York . . . . .	1	Parnahiba . . . . .	1	Flour, kerosene, cotton-gins, domestica, &c . . . . .	1	Ballast . . . . .	7,984 00
Quarter ended June 30, 1868. ¶	4	New York . . . . .	2	Para . . . . .	2	Flour, kerosene, paper, and domestica . . . . .	1	9 pkgs deer-skins . . . . .	11,657 87
	4	New York . . . . .	4	Para . . . . .	4	Before reported . . . . .	4	In port . . . . .	
	1	In port . . . . .	1	New York . . . . .	1	Flour, domestica, &c . . . . .	1	Deer-skins . . . . .	
	2	New York . . . . .	2	do . . . . .	2	Flour, domestica, &c . . . . .	2	Deer-skins and hides . . . . .	
	1	Demerara . . . . .	1	In port . . . . .	1	Ballast . . . . .	1	In port . . . . .	

\* Entered and cleared : 11 schooners. Aggregate tonnage entered, 992.46.  
† Entered : 6 steamers, 1 schooner—7, and 2 in port. Cleared : 7 steamers—7; 1 sold, 1 condemned. Aggregate tonnage entered, 13,774.  
‡ Entered and cleared : 6 steamers, 1 schooner, 1 brigantine—8, and 1 in port. Aggregate tonnage entered, 13,209.95.  
§ Entered : 6 steamers, 1 bark, 1 brigantine, 1 schooner—9, and 2 in port. Cleared : 6 steamers, 1 brigantine, 2 schooners—9, and 2 in port. Aggregate tonnage entered, 13,901.85.  
¶ Entered : 6 steamers, 1 brigantine—7, and 2 in port. Cleared : 6 steamers, 1 brigantine, 1 brig, 1 bark—9. Aggregate tonnage entered, 12,802.77.  
¶ Entered and cleared : 1 schooner. Tonnage entered, 157.  
\*\* Entered and cleared : 3 schooners. Aggregate tonnage entered, 419.85.  
†† Entered : 2 schooners, 1 brig, 1 steamer—4. Cleared : 2 schooners, 1 steamer—3, and 1 in port. Aggregate tonnage entered, 1,393.05.  
‡‡ Entered : 1 steamer, 2 schooners—3, and 1 in port. Cleared : 2 steamers, 1 brig—3, and 1 in port. Aggregate tonnage entered, 673.53.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	No. of Vessels	Description.	No. of Vessels	Description.
BRAZIL. PARA. J. R. Bond. Quarter ended December 31, 1867.	11	New York .....	7	New York .....	8	Flour and sundries .....	7	Rubber, mats, deer-skins, nuts .....
			1	In port .....			1	In port .....
	3	Rio de Janeiro .....	3	Rio de Janeiro .....	3	Flour and sundries .....	3	Hats, rice, tobacco, &c .....
	14	.....	3	New York .....	3	Flour, coffee, cigars, &c .....	3	Rubber, annatto, &c .....
Quarter ended March 31, 1868.			14	.....	14	.....	14	.....
	1	In port .....	1	New York .....	1	Flour and sundries .....	1	Rubber, deer-skins, annatto .....
	7	New York .....	7	do .....	7	Coffee, cigars, &c .....	7	do .....
	3	Rio de Janeiro .....	3	Rio de Janeiro .....	3	do .....	3	Saloop, arilla, Chili hats .....
Quarter ended June 30, 1868.	11	.....	11	.....	11	.....	11	.....
	3	Rio de Janeiro .....	3	New York .....	3	Cocoa and cigars .....	10	Annatto, India-rubber, deer-skins, &c .....
	8	New York .....	3	Rio de Janeiro .....	3	Sundries .....	1	Sarsaparilla and hats .....
Quarter ended September 30, 1868.			4	New York .....	4	Flour and sundries .....	1	In port .....
	1	New Orleans .....	1	In port .....	1	do .....	1	do .....
	1	Pernambuco .....	1	Rio de Janeiro .....	1	Immigrants .....	1	do .....
			1	Pernambuco .....	1	Horses .....		do .....
Quarter ended December 31, 1867.	13	.....	13	.....	13	.....	13	.....
	1	In port .....	1	New York .....	1	Before reported .....	14	Annatto, rubber, nuts, &c .....
	13	New York .....	13	do .....	17	Ballast .....	4	Ballast .....
Quarter ended December 31, 1867.	3	Rio de Janeiro .....	3	Rio de Janeiro .....				
	1	Pernambuco .....	1	Pernambuco .....				
	18	.....	18	.....	18	.....	18	.....
Quarter ended December 31, 1867.								
	1	In port .....	1	Bag Harbor .....	1	Before reported .....	1	In for repairs .....
	3	Rio de Janeiro .....	3	New York .....	3	Mails and passengers .....	3	Inward cargoes .....

Pernambuco.  
T. Adams.

Quarter ended March 31,  
1868. †

1 Baltimore .....	1 Rio de Janeiro .....	1 Flour and lard .....	1 Ballast .....	21, 425 00
4 New York .....	1 Bahia .....	1 Assorted cargo .....	1 Part of inward cargo .....	
1 Philadelphia .....	3 Rio de Janeiro .....	3 Mails and passengers .....	3 Inward cargoes .....	
10 .....	1 Delaware Break- water .....	1 Flour and sundries .....	1 3,200 bags sugar .....	21, 425 00
	10 .....			21, 425 00
3 Rio de Janeiro .....	3 New York .....	3 Mails, passengers, and sundries .....	3 Same as inward cargo .....	
6 New York .....	3 Rio de Janeiro .....	3 do .....	3 do .....	
	2 Bahia .....	2 Assorted merchandise .....	2 Part of inward cargoes .....	21, 462 38
	1 New York .....	1 do .....	1 3,000 bags sugar .....	
9 .....	9 .....			21, 462 38

Quarter ended June 30,  
1868. \*\*

3 Rio de Janeiro .....	3 New York .....	3 Mails, passengers, &c .....	3 Inward cargo .....	
1 Honolulu .....	1 New Bedford .....	1 Whale oil .....	1 Inward cargo, &c .....	
1 Callao .....	1 Cork .....	1 1,700 tons guano .....	1 do .....	
1 Whaling .....	1 Barbadoes .....	1 130 bbls. whale oil .....	1 do .....	
8 New York .....	4 Rio de Janeiro .....	4 Mails, passengers, &c .....	4 do .....	
	1 Buenos Ayres .....	1 Ballast .....	1 Called for coals .....	
	2 Bahia .....	2 Assorted cargo .....	2 Part inward cargoes .....	32, 459 85
1 New Orleans .....	1 New York .....	1 do .....	1 5,000 bags sugar .....	
1 Thomé .....	1 Rio de Janeiro .....	1 117 emigrants .....	1 Inward cargo .....	
16 .....	1 In port .....	1 5,100 sacks flour .....	1 In port .....	32, 459 85
	16 .....			

Quarter ended September  
30, 1868. ††

1 In port .....	1 Paranaguá .....	1 Before reported .....	1 Salt .....	
3 Rio de Janeiro .....	3 New York .....	3 Sundries .....	3 Inward cargoes .....	
5 New York .....	1 Bahia .....	1 Assorted merchandise .....	1 Part inward cargo .....	
	3 Rio de Janeiro .....	3 Sundries .....	3 Inward cargoes .....	29, 795 83
1 Bahia .....	1 New York .....	1 1,000 bbls. flour, &c .....	1 42,000 bags sugar .....	4, 040 86
1 Baltimore .....	1 do .....	1 Piauíva, &c .....	1 Old iron, hides, &c .....	
	1 In port .....	1 Assorted merchandise .....	1 In port .....	
11 .....	11 .....			33, 836 69

\* Entered: 6 steamships, 7 schooners, 1 brig—14. Cleared: 6 steamships, 7 schooners—13, and 1 in port. Aggregate tonnage entered, 14,819.55.

† Entered: 6 steamships, 4 schooners—10, and 1 in port. Cleared: 6 steamships, 4 schooners, 1 brig—11. Aggregate tonnage entered, 13,345.66.

‡ Entered: 7 steamers, 2 brigs, 4 schooners—13. Cleared: 7 steamers, 2 brigs, 3 schooners—12, and 1 in port. Aggregate tonnage entered, 14,157.

§ Entered: 7 schooners, 4 brigs, 6 steamers—17, and 1 in port. Cleared: 8 schooners, 4 brigs, 6 steamers—18. Aggregate tonnage entered, 13,796.51.

|| Entered: 6 steamships, 2 brigs, 1 schooner—9, and 1 in port. Cleared: 6 steamships, 3 brigs, 1 schooner—10. Aggregate tonnage entered, 14,199.23.

¶ Entered and cleared: 6 steamships, 1 brig, 2 schooners—9. Aggregate tonnage entered, 13,339.46.

\*\* Entered: 8 steamers, 1 ship, 2 barks, 2 brigs, 2 schooners, 1 sloop—16. Cleared: 8 steamers, 1 ship, 1 bark, 2 brigs, 2 schooners, 1 sloop—15, and 1 in port. Aggregate tonnage entered, 16,745.63.

†† Entered: 6 steamers, 2 barks, 2 brigs—10, and 1 in port. Cleared: 6 steamers, 2 barks, 2 brigs—10, and 1 in port. Aggregate tonnage entered, 13,767.90.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
BRAZIL. RIO GRANDE DO SUL. <i>A. Young, jr.</i> Quarter ended December 31, 1867. †	2	New York.....	2	New York.....	Flour, lard, lumber, &c.....	\$92,052 80	Hides, hair, wool, &c.....	\$86,726 19
	1	New York.....	1	do.....	1,700 bbls. flour.....	23,761 00	Hides, &c.....	33,327 13
	2	Richmond.....	2	do.....	Flour.....		do.....	32,847 13
	3	.....	3	.....	.....	23,761 00	.....	66,174 26
	1	Richmond.....	1	New York.....	Flour and resin.....	21,743 39	Hides, bones, hair, wool.....	30,065 95
	1	New York.....	1	do.....	do.....	34,241 31	do.....	35,428 62
	2	.....	2	.....	.....	55,984 70	.....	65,494 57
	1	New York.....	2	New York.....	Flour, chains, cotton goods, sewing machines.....	48,075 40	Hides, wool, hair, shin-bones, horns.....	77,399 58
	1	Richmond.....	.....	.....	.....		.....	
	2	.....	2	.....	.....	48,075 40	.....	77,399 58
RIO DE JANEIRO. <i>J. Monroe.</i> Quarter ended December 31, 1867. ‡	18	In port.....	4	New York.....	Before reported.....		14,792 bags coffee.....	266,250 00
	1	New Orleans.....	1	New Orleans.....	do.....		Ballast.....	.....
	1	Baltimore.....	1	Baltimore.....	do.....		7,000 bags coffee.....	126,000 00
	1	River Platte.....	1	River Platte.....	do.....		5,130 bags coffee.....	92,240 00
	1	Montevideo.....	1	Montevideo.....	do.....		Ballast.....	.....
	1	Santos.....	1	Santos.....	do.....		Inward cargo.....	.....
	2	California.....	2	California.....	do.....		Ballast.....	.....
	1	Australia.....	1	Australia.....	do.....		Inward cargo.....	.....
	1	Chili.....	1	Chili.....	do.....		do.....	.....
	2	St. Catharine's.....	2	St. Catharine's.....	do.....		Ballast.....	.....



## BRAZIL.

Quarter ended March 31, 1888. ¶									
			Sold.						
3	New York	1	San Francisco	2	do	1	do	1	do
7	Baltimore	3	New York	1	do	3	General cargo	3	23,899 bags coffee
3	Philadelphia	7	Baltimore	7	25,083 bbls. flour and sundries	7	27,443 bags coffee	7	27,443 bags coffee
			In port	3	2,000 bbls. flour and sundries	3	In port	2	In port
2	Paranagua	1	New Orleans	2	Ballast	2	do	1	Ballast
1	Plymouth, Eng	1	China	1	Cargo not landed	1	do	1	do
1	Pernambuco	1	New Orleans	1	Ballast	1	Cargo not landed	1	do
1	Swansea	1	Valparaiso	1	Cargo not landed	1	Cargo not landed	1	do
2	Savannah	2	Baltimore	2	300,806 ft. lumber	2	12,032 00	2	6,057 bags coffee
1	Buenos Ayres	1	United States	1	Ballast	1		1	5,497 bags coffee
2	Boston	1	California	1	Cargo not landed	1		1	Inward cargo
		1	In port	1	700 tons ice	1	10,000 00	1	In port
41		41		41		520,032 00		1,671,288 00	
3	In port	1	Philadelphia	1	Before reported			1	293 tons old iron
		1	Baltimore	1	do			1	5,000 bags coffee
8	Baltimore	1	Rangoon	1	do			1	Ballast
7	New York	7	Baltimore	7	16,511 bbls. flour, &c	243,900 00		7	27,125 bags coffee
		1	In port	1	3,800 bbls. flour, &c	43,200 00		1	In port
		4	New York	4	Lard, tar, spars, &c	52,500 00		4	16,211 bags coffee, 9 ca. ipecac
		1	In port	1	35,680 ft. lumber, &c	12,000 00		1	In port
2	Philadelphia	2	California	2	Cargo not landed			2	Cargo not landed
		2	West Indies	2	996 tons coal	7,944 00		1	5,600 bags coffee
1	Montevideo	1	New Orleans	1	Ballast			1	Ballast
1	Newport	1	Callao	1	1,475 tons coal	17,700 00		1	3,502 bags coffee
1	Paranagua	1	Paranagua	1	Ballast			1	Ballast
1	Fernandina	1	In port	1	143,095 ft. lumber	4,579 00		1	do
1	St. Helena	1	Cape Town	1	Cargo not landed			1	In port
25		25		25		381,823 00		1	Cargo not landed
3	In port	1	New York	1	Before reported				
		1	Baltimore	1	do			1	53 5-12 doz. logs rosewood
		1	St. Thomas	1	do			1	7,335 bags coffee
8	New York	3	New York	4	Lumber and sundries	48,500 00		1	Ballast
		2	California	2	Cargo not landed			3	16,763 bags coffee, &c
		1	Buenos Ayres	2	Ballast			2	Cargo not landed
		2	In port	2				1	Ballast
								2	In port
18,606 00									
122,905 00									
259,457 00									
Quarter ended June 30, 1888. **									

\* Entered and cleared : 2 brigs. Aggregate tonnage entered, 408.

‡ Entered and cleared: 2 schooners. Aggregate tonnage entered. 321.

Entered : 7 barks, 5 ships, 5 steamers, 5 brig, 1 schooner—23, and 18

**entered, 16,195.**

Entered: 10, 130.

entered, 15,233.

Entered, 10, 200.

Entered: 21.484.

† Entered and cleared: 3 brigs. Aggregate tonnage entered, 511.

6 Entered and cleared: 1 brig, 1 schooner—2. Aggregate tonnage entered, 343.

1 barks, 5 ships, 10 steamers, 10 brigs, 2 schooners—38, and 3 in port. Aggregate tonnage

4 ships, 5 steamers, 7 bark, 2 schooners, 4 brigs—22, and 3 in port. Aggregate tonnage

၁။ အထွေထွေအကျဉ်းချုပ်  
 ၂။ အကျဉ်းချုပ်  
 ၃။ အကျဉ်းချုပ်  
 ၄။ အကျဉ်းချုပ်  
 ၅။ အကျဉ်းချုပ်  
 ၆။ အကျဉ်းချုပ်  
 ၇။ အကျဉ်းချုပ်  
 ၈။ အကျဉ်းချုပ်  
 ၉။ အကျဉ်းချုပ်  
 ၁၀။ အကျဉ်းချုပ်

**arks, 4 whips, 5 steamers, 1 brig, 1 schooner—20, and 10 in port. Aggregate tonnage**

1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 26



SANTOS.									
C. F. de Vivaldi.									
Quarter ended December 31, 1867.†									
1 Newport.	1 In port	1 1,500 tons coal	15,000 00	1 In port	1 In port	1 5,000 bags coffee	86,938 00		
1 Montevideo	1 New York	1 Ballast		1 Ballast	1 Ballast				
2 St. Catharine's	1 St. Catharine's	1 do		1 do	1 Ballast				
	1 In port	1 do		1 do	1 In port				
2 New Castle	1 Callao	2 725 tons coal, 1,165 tons coke	20,000 00	1 Ballast	1 Ballast				
	1 In port			1 In port	1 In port				
1 Sandwich Islands	1 Ireland	1 Cargo not landed		1 Inward cargo	1 Inward cargo				
2 Put back	1 United States	1 do		1 Ballast	1 Ballast				
	1 In port	1 Ballast		1 In port	1 In port				
46	46	46	402,520 00	46			1,009,576 00		
2d quarter.									
4 Rio de Janeiro.	1 River Platte	1 Ballast		1 Ballast	1 Ballast		15,000 00		
2 St. Catharine's	3 St. Catharine's	3 Passengers and sundries	18,000 00	3 Passengers and sundries	3 Passengers and sundries		30,000 00		
	2 Rio de Janeiro.	2 do	20,000 00	2 do	2 do		45,000 00		
6	6	6	38,000 00	6					
No report.									
Quarter ended June 30, 1868.‡									
2 Santa Catharina.	2 Rio de Janeiro.	2 Passengers and sundries		2 Passengers and sundries	2 Passengers and sundries				
1 Rio de Janeiro.	1 Santa Catharina.	1 do		1 do	1 do				
3	3	3		3	3				
No report.									
4th quarter.									
ST. CATHARINE'S.									
B. Lindsay.									
Quarter ended December 31, 1867.§									
2 Rio de Janeiro.	1 Itarjoky	1 Ballast		1 Ballast	1 Ballast				
	1 Montevideo	1 do		1 do	1 do				
1 New Bedford	1 Cruise	1 35 bbls. sperm oil		1 Inward cargo	1 Inward cargo				
1 Baltimore	1 California	1 Ballast		1 Ballast	1 Ballast				
1 Itarjoky	1 Montevideo	1 Lumber		1 Lumber	1 Lumber				
1 New York	1 Rio Grande	1 General cargo		1 General cargo	1 General cargo				
6	6	6		6					
No report.									
Quarter ended March 31, 1868.									

\* Entered : 18 ships, 8 barks, 7 steamers, 3 brigs—36, and 10 in port. Cleared : 11 ships, 10 barks, 8 steamers, 2 brigs—31, and 15 in port. Aggregate tonnage entered, 33,558.  
† Entered and cleared : 6 steamers. Aggregate tonnage entered, 3,088.14.  
‡ Entered and cleared : 3 steamers. Aggregate tonnage entered, 1,386.76.  
§ Entered and cleared : 3 steamers, 1 bark, 2 schooners—6. Aggregate tonnage entered, 2,080.

Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.
BRAZIL.  ST. CATHARINE'S. B. Lindsey.  Quarter ended June 30, 1868.*	1	In port .....	1	New Bedford .....	1	Before reported .....	1	125 bbla. oil .....
	2	Sag Harbor .....	1	Sag Harbor .....	1	328 bbla. sperm oil .....	1	341 bbla. oil .....
			1	Cruise .....	1	13 bbla. sperm oil .....	1	Ballast .....
	4	New Bedford .....	2	New Bedford .....	1	580 bbla. sperm oil .....	2	Same as inward cargo .....
			2	Cruise .....	1	330 bbla. sperm oil .....	2	do .....
	7	.....	7	.....	7	.....	7	.....
		No report .....						
PERU.  CALLAO. J. H. McColley.  Quarter ended December 31, 1867.†	1	New York .....	1	Germany .....	1	Assorted cargo .....	1	1,400 tons guano .....
	2	Australia .....	1	do .....	1	Ballast .....	1	1,300 tons guano .....
			1	United States .....	1	Rice, &c .....	1	Sugar .....
	2	Rio de Janeiro .....	2	Hamburg .....	2	Ballast .....	2	3,200 tons guano .....
	1	Buenos Ayres .....	1	Germany .....	1	do .....	1	1,200 tons guano .....
	2	Chili .....	2	England .....	2	Ballast and assorted cargo .....	2	2,200 tons guano .....
	1	Montevideo .....	1	Germany .....	1	Ballast .....	1	1,300 tons guano .....
	1	Acapulco .....	1	do .....	1	do .....	1	1,600 tons guano .....
	1	Puget Sound .....	1	San Francisco .....	1	Lumber .....	1	Assorted cargo .....
	1	Liverpool .....	1	In port .....	1	Coal .....	1	In port .....
		12	.....	12	.....	12	.....	

Quarter ended June 30,  
1892.

1 Acapulco	1 Germany	1	do	1	3,000 tons guano	90,000 00
1 Gibraltar	1 England	1	Assorted cargo	1	1,500 tons guano	48,000 00
1 Australia	1 do	1	Ballast	1	1,200 tons guano	36,000 00
10	10	10				453,000 00
1 Puget Sound	1 Iquique	1	Lumber	1	Ballast	117,000 00
6 San Francisco	2 Germany	2	Ballast	2	3,900 tons guano	117,000 00
	3 Spain	3	do	3	5,500 tons guano	168,000 00
			Lumber			39,080 00
1 Aden	1 France	1	Ballast	1	1,300 tons guano	45,000 00
1 Rio Janeiro	1 Germany	1	do	1	1,500 tons guano	42,000 00
1 Valparaiso	1 do	1	do	1	1,400 tons guano	91,000 00
1 Cardiff	1 Canary Islands	1	do	1	700 tons guano	51,000 00
1 Acapulco	1 England	1	Coal	1	1,700 tons guano	48,000 00
1 New York	1 Germany	1	Ballast	1	1,500 tons guano	60,000 00
1 Manzanilla	1 do	1	Machinery and general cargo	1	2,000 tons guano	60,000 00
1 Panama	1 Canary Islands	1	Ballast	1	2,000 tons guano	51,000 00
1 Montevideo	1 France	1	do	1	1,700 tons guano	48,000 00
16	16	16	do	1	1,500 tons guano	750,000 00
1 New York	1 Germany	1	General cargo	1	1,300 tons guano	39,000 00
2 Panama	2 do	2	Ballast	2	3,000 tons guano	90,000 00
3 San Francisco	2 do	2	Lumber	2	5,300 tons guano	156,000 00
			Ballast			57,000 00
1 Acapulco	1 San Francisco	1	Lumber	1	Ballast	89,000 00
2 England	1 Germany	1	Ballast	1	1,900 tons guano	54,000 00
	1 do	1	Coal	1	2,300 tons guano	36,000 00
2 Valparaiso	1 England	1	Coal	1	1,800 tons guano	42,000 00
	1 Germany	1	General cargo	1	1,200 tons guano	69,000 00
2 Montevideo	1 France	1	Ballast	1	1,400 tons guano	60,000 00
4 Liverpool	2 Germany	2	do	2	2,300 tons guano	102,000 00
	1 Spain	1	Coal	1	2,000 tons guano	54,000 00
	2 Germany	2	Coal	2	3,400 tons guano	53,000 00
	1 England	1	Ballast	1	1,800 tons guano	84,000 00
1 King George's d.	1 Germany	1	do	1	2,100 tons guano	42,000 00
2 Rio de Janeiro	2 Spain	2	do	2	2,800 tons guano	84,000 00
1 Cardiff	1 England	1	Coal	1	1,400 tons guano	42,000 00
1 Lota	1 San Francisco	1	Ballast	1	Ballast	1,017,000 00
1 Boston	1 In port	1	Lumber	1	In port	
23	23	23				

\* Entered, 5 barks, 1 brig—6, and 1 in port. Cleared: 5 barks, 1 brig—7. Aggregate tonnage entered, 1,627.

† Entered: 9 ships, 2 barks, 1 schooner—12. Cleared: 8 ships, 2 barks, 1 schooner—11, and 1 in port. Aggregate tonnage entered, 10,994.

‡ Entered and cleared: 10 ships. Aggregate tonnage entered, 13,108.

§ Entered and cleared: 14 ships, 1 bark, 1 schooner—15. Aggregate tonnage entered, 19,312.

|| Entered: 19 ships, 1 brig, 2 barks, 1 steamer—23. Cleared: 19 ships, 1 brig, 1 bark, 1 steamer—22, and 1 in port. Aggregate tonnage entered, 93,932.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
PERU.								
LAMBAYEQUE.								
S. C. Montjoy.								
Quarter ended December 31, 1867.*	1	Callao	1	Valparaiso	1 Flour, ale, &c.		1 Sugar and rice	
	1	San Francisco	1	Cerro Azul	1 Lumber	\$37,000 00	1 2,570 cwt. sugar	\$17,990 00
	2	Valparaiso	2	Valparaiso	2 Flour, ale, machinery		2 6,740 cwt. sugar, rice, and tobacco.	74,140 00
	4		4			37,000 00		92,130 00
Quarter ended March 31, 1868.†	1	Valparaiso	1	Valparaiso	1 150 mules	15,000 00	1 Rice and sugar	
3d and 4th quarters.		No reports						
PAITA.								
R. M. Columbus.								
Quarter ended December 31, 1867.‡	1	Tumbez	1	Cruise	1 400 bbls. sperm oil, 60 bbls. whale oil.		4 Inward cargoes	27,000 00
	3	Cruise	2	Tumbez	2 250 bbls. sperm oil, 20 bbls. whale oil.	27,000 00		
			1	Cruise	1 40 bbls. shark oil			
	4		4			27,000 00		27,000 00
Quarter ended March 31, 1868.	2	Cruise	2	Tumbez	2 115 bbls. sperm oil, 20 bbls. whale oil.	4,852 00	2 Inward cargo	4,852 00
	1	Panama	1	Panama	1 General merchandise		1 Salt	
	1	Tumbez					2 Inward cargo	35,780 00
	1	Talcabuanano			2 800 bbls. sperm oil, 300 bbls. whale oil.	35,780 00		
	5		5			40,632 00		40,632 00
Quarter ended June 30, 1868.	1	San Francisco	1	Callao	1 Lumber, &c.		1 Part inward cargo	
	3	Tumbez	3	Cruise			4 Inward cargo	49,500 00
	1	Cruise	1	Tumbez	1 1,070 bbls. sperm oil, 535 bbls. whale oil.	49,500 00		49,500 00
	5		5			49,500 00		49,500 00



TUMBEZ.  
E. R. Sprigman.

1st, 2d, and 3d quarters.....

Quarter ended September  
30, 1868. §

### CHILL

TALCAHUANO.

J. H. Trumbull.

Quarter ended December  
31, 1867. ||

Quarter ended March 31,  
1868. ¶

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## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	No. of Vessels	Description.
CHILI. TALCAHUANO. <i>J. H. Trumbull.</i> Quarter ended June 30, 1868. *	7	In port .....	7	Cruise .....	7 Before reported .....	.....	7	Same as inward cargo.....
	11	Cruise .....	9	do.....	10 2,303 bbls. sperm, 140 bbls. whale oil..	.....	9	do .....
			1	In port .....	1 700 bbls. sperm, 50 bbls. whale oil, 400	.....	1	In port .....
			1	New Bedford .....	lbs. whale bone.	.....	1	Same as inward cargo.....
Quarter ended September 30, 1868. †	1	Tomé .....	1	New York .....	1 Copper, 708 bales wool .....	.....	1	Copper, 2,171 bales wool, 1,167
						.....		½-chest tea, 634 bbls. sperm oil.
	19	.....	19	.....	.....	.....	19	.....
						.....		.....
ARGENTINE RE- PUBLIC. BUENOS AYRES. <i>M. E. Holtster.</i> Quarter ended December 31, 1867. ‡	1	In port .....	1	Cruise .....	1 Before reported .....	.....	1	In port .....
	1	Huin .....	1	Boston .....	1 750 tons nitrate of soda.....	.....	1	Inward cargo .....
	2	.....	2	.....	.....	.....	2	.....
						.....		.....
	15	In port .....	3	Itapiru .....	3 Before reported .....	.....	3	Ballast .....
			4	New York .....	4 do .....	.....	4	89,950 dry ox and cow hides, 44
						.....		bales horsehair, 140 bales hide
						.....		cuttings, 7 bales goat-skins, 40,000
						.....		skin bones, 2,754 kips, 200 bales
						.....		washed, and 47 bales unwashed
						.....		wool, 220 horse-hides, 154 water
						.....		hog-skins, 2,467 salted hides.
			1	Valparaiso .....	1 do .....	.....	1	Ballast .....
			1	Providence .....	1 do .....	.....	1	do .....
			3	Boston .....	3 do .....	.....	3	51,044 dry ox and cow hides, 119
						.....		bales washed sheep-skins, 56
						.....		bales unwashed sheep-skins, 497
						.....		bales unwashed, and 149 bales
						.....		washed wool, 19 bales hide cut-
						.....		tings.
						.....		314,932 79
						.....		\$396,684 69

6	New York	1 Sold	do	1	bones.	1	Sold	9,109 75
		1 Baltimore	do	1	260 tons 1,095 lbs. bone ash, 77 tons 25 lbs. shin bones, 558 ox and cow hides, 22,000 horns.		260 tons 1,095 lbs. bone ash, 77 tons 25 lbs. shin bones, 558 ox and cow hides, 22,000 horns.	
		5 In port		5	In port		In port	
		1 Callao		1	Callao		Callao	
4	Montevideo	1 Montevideo		1	Passengers		Passengers	
		2 Sold		2	Sold		Sold	
		1 In port		1	In port		In port	
1	Machias	1 Itapiru		1	Ballast		Ballast	
3	Portland	1 Portland		1	29,385 hides, 90 bales hair, 1,911 kips, 48 bales hide cuttings.		29,385 hides, 90 bales hair, 1,911 kips, 48 bales hide cuttings.	132,218 21
		1 In port		1	(1) ballast, (1) in port		(1) ballast, (1) in port	
		1 Rosario		3	In port		In port	
3	Boston	3 In port		3	In port		In port	
2	Marseilles	1 In port		1	Ballast		Ballast	
		1 Barbadoes		3	In port		In port	
3	Bangor	3 In port		1	do		do	
1	Bordeaux	1 do		1	293 tons bone ash, 37 tons bones, 896 hides.		293 tons bone ash, 37 tons bones, 896 hides.	7,372 00
4	Baltimore	1 Baltimore		3	In port		In port	
		3 In port		1	Ballast		Ballast	
		1 Itapiru		1	In port		In port	
1	Tomé	1 In port		1	do		do	
1	Savannah	1 do		1	do		do	
1	Antwerp	1 do		1	do		do	
1	London	1 do		1	do		do	
47				47				864,791 44
21	In port	2 Liverpool		2	Ballast		Ballast	
		4 New York		4	82,051 hides, 943 bales and 100 chiquas wool, &c.		82,051 hides, 943 bales and 100 chiquas wool, &c.	417,490 694
		1 Falmouth, Eng'd		1	936 bales wool		936 bales wool	74,880 00
		2 Barbaboes		2	Ballast		Ballast	
		3 Antwerp		3	1,504 hides, 3,847 bales wool		1,504 hides, 3,847 bales wool	312,760 00
		3 Boston		3	2,900 hides, 84 bales wool, &c.		2,900 hides, 84 bales wool, &c.	138,518 774
		1 London		1	643 bales wool, 249 bales sheepskins, &c.		643 bales wool, 249 bales sheepskins, &c.	60,780 82
		1 Chill, (Tomé)		1	Ballast		Ballast	
		1 Rio de Janeiro		1	do		do	
		1 Valparaiso		1	do		do	
		2 West Indies		2	do		do	
1	Pensacola	1 In port		1	In port		In port	
					300,795 ft. lumber		300,795 ft. lumber	11,430 02

\* Entered: 9 barks, 3 ships—12, and 7 in port. Cleared: 8 bark, 3 ships, 7 class not given—18, and 1 in port. Aggregate tonnage entered, 4,211.

† Entered: 1 ship, and 1 in port. Cleared: 1 ship, and 1 in port. Tonnage entered, 718.

‡ Entered: 18 barks, 4 steamers, 2 ships, 8 brigs—32, and 15 in port. Cleared: 11 barks, 1 steamer, 1 ship, 7 brigs, 1 schooner—21, and 3 sold, 23 in port. Agg. tonnage entered, 15,532.76.

§ Entered: 10 barks, 2 steamers, 4 brigs, 5 schooners—21, and 21 in port. Cleared: 18 barks, 8 brigs, 1 ship, 1 schooner—28, and 14 in port. Aggregate tonnage entered, 21,614.53.

Quarter ended March 31, 1868.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
ARGENTINE RE- PUBLIC. BUENOS AYRES. M. E. Hollister. Quarter ended March 31, 1888—Continued.	3	Bordeaux.....	3	In port.....	Brandy, wines, &c.....	\$174,459 23	In port.....	
	1	Cardiff.....	1	Vulparulso.....	771 tons coal.....	8,058 95	Ballast.....	\$75,540 44
	1	Montevideo.....	1	Boston.....	Ballast.....		556 hides wool, 307 hides.....	
	7	New York.....	1	West Indies.....	14 000 ft. lumber, and merchandise.....	5,760 00	Ballast.....	
			1	Reunio.....	2,553 ft. lumber, and merchandise.....	25,856 19	do.....	
	3	Napier.....	5	In port.....	8 725 pes and 60,020 ft. lumber, and mds.....	132,700 62	In port.....	
			1	Boston.....	Ballast.....		18 288 hides, 253 chiquas wool, &c.....	102,324 85
			1	West Indies.....	do.....		Ballast.....	
	2	Savannah.....	1	In port.....	do.....		In port.....	
	2	Boston.....	1	do.....	197 600 ft. lumber.....	7,511 58	Ballast.....	
Quarter ended June 30, 1888.*	1	River packet.....	2	West Indies.....	11,513 pes. and 11,042 ft. lumber, and merchandise.....	47,962 68	In port.....	
	42	.....	1	do.....	Passengers.....		do.....	
			42	.....	.....	413,537 19	.....	1,182,190 57
	13	In port.....	3	New York.....	Before reported.....		42,216 hides, 231 bales and 147 chiquas wool, &c.....	217,065 90
			1	Rio de Janeiro.....	do.....		Ballast.....	
			1	Bay of Bengal.....	do.....		do.....	
			1	St. Thomas.....	do.....		do.....	
			2	Napier.....	do.....		do.....	
			3	Boston.....	do.....		8,687 hides, 738 bales wool.....	134,317 56
			1	Coronel.....	do.....		Ballast.....	
	1	Bordeaux.....	1	Antwerp.....	Wines, &c.....	76,640 32	2,665 hides, 1,390 bales wool.....	118,976 00
	5	New York.....	1	In port.....	Merchandise assorted, machines.....	25,799 84	In port.....	
			2	New York.....	5,000 cu kerosene, tobacco, &c.....	74,573 53	5,402 hides, 113 bales wool.....	34,660 97
			1	Montevideo.....	Passengers.....		30,084 hides 15 bales wool.....	160,669 79
	2	Napier.....	1	In port.....	150,000 ft. lumber.....	4,350 00	Passengers.....	
			1	do.....	Ballast.....		In port.....	
	1	Colonla.....	1	Hampton Roads.....	do.....		do.....	
			1	do.....	do.....		111 149 lbs bone ash, &c.....	5,470 50
					do.....		Gold, Luck Argentine flag.....	
					do.....		do.....	

Quarter ended September 30, 1868.†	1	St. Mary .....	1	In port .....	1	224,279 ft. lumber .....	1	In port .....	1	4,500 00	1	In port .....	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 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horns.	1	115 bales wool, 6,179 hides, 14,000 horns.	1	115 bales
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URUGUAY.  
MONTEVIDEO.  
J. D. Long.

Entered: 5 barks, 2 brigs, 3 schooners, 3 steamers—13, and 13 in port. Cleared: 10 barks, 2 brigs, 5 schooners, 2 steamers—19; 1 sold, 6 in port. Aggregate tonnage entered, 6,421.70.  
‡ Entered: 11 barks, 6 brigs, 6 schooners, 4 ships, 1 steamer—28, 6 in port. Cleared: 4 barks, 2 brigs, 4 schooners, 3 ships, 1 steamer—14; 3 sold, 17 in port. Aggregate tonnage entered, 13,807.42.  
‡ Entered: 3 ships, 14 barks, 6 brigs, 1 schooner, 1 steamer—25, and 9 in port. Cleared: 5 ships, 14 barks, 5 brigs, 2 steamers—26, and 8 in port. Aggregate tonnage entered, 11,699.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description.	Value.
URUGUAY MONTEVIDEO. J D Long. Quarter ended December 31, 1867—Continued.	6	In port .....	2	Valparaiso .....	Before reported.....	.....	2 Ballast .....	.....
			2	Turk's Island.....	do .....	.....	do .....	.....
			1	New York .....	do .....	.....	26,000 dozen hides, &c.....	\$80,000 00
			1	Buenos Ayres.....	do .....	.....	1 To run as river packet .....	.....
	3	Philadelphia .....	1	New York .....	280,000 ft. white pine lumber.....	\$12,500 00	1 22,000 dozen hides, 8 bundles hair .....	72,000 00
			1	Cuba .....	380,000 ft. white pine lumber.....	16,500 00	1 Ballast .....	.....
			1	In port .....	260,000 ft. white-pine lumber.....	12,000 00	1 In port .....	.....
			1	Akysb .....	367,000 ft. pitch pine lumber.....	21,000 00	1 Ballast .....	.....
	4	Savannah .....	1	St. Thomas .....	360,000 ft. pitch pine lumber.....	19,000 00	do .....	.....
			1	St. John's of Magellan.....	191,000 ft. pitch pine lumber.....	11,500 00	1 130 tons coal .....	2,000 00
			1	In port .....	250,000 ft. pitch pine lumber.....	15,000 00	1 In port .....	.....
	4	Boston .....	1	West Indies .....	276,000 ft. white pine lumber.....	13,700 00	1 135 mules .....	3,900 00
			1	New York .....	275,000 ft. white pine lumber.....	13,500 00	1 15,000 hides, 17 bundles hair.....	60,000 00
			2	Buenos Ayres.....	Sundries, chairs, oil lard, hardware .....	103,000 00	2 Part of inward cargo .....	.....
	3	Machias .....	2	West Indies .....	722,000 ft. white-pine lumber.....	28,900 00	2 (1) Ballast, (1) in port.....	.....
			1	Buenos Ayres.....	330,000 ft. white pine lumber.....	15,000 00	1 Ballast .....	.....
	2	New York .....	1	do .....	Sundries, drugs, oil, hardware, &c.....	68,000 00	1 Part of inward cargo .....	.....
			1	In port .....	300,000 ft. pitch-pine lumber.....	19,200 00	1 In port .....	.....
	1	Antwerp .....	1	Buenos Ayres.....	Sundries, gin, vinegar, dry goods, &c.....	32,000 00	1 Part of inward cargo.....	.....
	1	Brazil .....	1	River boat .....	150,000 ft. hardwood .....	12,000 00	1 River boat .....	.....
	1	London .....	1	Buenos Ayres.....	Sundries, oil, iron, dry goods, &c.....	50,000 00	1 Part of inward cargo.....	.....
	1	Hauger .....	1	In port .....	375,000 ft. white-pine lumber.....	17,000 00	1 In port .....	.....
	1	Searport .....	1	Callao .....	383,000 ft. white-pine lumber.....	15,800 00	1 Ballast .....	.....
	1	Portland .....	1	In port .....	360,000 ft. white-pine lumber.....	16,500 00	1 In port .....	.....
	1	Three Rivers, Can.....	1	do .....	480,000 ft. white pine lumber .....	25,000 00	do .....	.....
	1	Paysander, (Ur'y) .....	1	Baltimore.....	Landed at salt port .....	.....	1 350 tons bone ash and bones .....	6,000 00
	1	St. John's of Magellan.....	1	In port .....	Ballast .....	.....	1 In port .....	.....
	34	.....	34	.....	.....	537,100 00	.....	223,900 00
Quarter ended March 31, 1868.	8	In port .....	1	St. Thomas.....	Before reported.....	.....	1 Ballast .....	.....
			1	New York .....	do .....	.....	1 7,000 dry hides.....	27,017 00
			3	West Indies .....	do .....	.....	3 Ballast .....	.....
			1	New Orleans.....	do .....	.....	1 do .....	.....
			1	England.....	do .....	.....	1 500 pieces tallow, 2,000 salted hides .....	99,000 00
			1	Buenos Ayres.....	do .....	.....	1 Ballast .....	.....



7	New York .....	3	.....do .....	3	General cargo, lumber, &c .....	204, 000 00	3	Part inward cargo .....	.....
		1	Fray Bentos .....	1	.....do .....	52, 000 00	1	Inward cargo .....	.....
2	Savannah .....	3	In port .....	3	.....do .....	202, 500 00	3	In port .....	.....
		1	West Indies .....	1	307,000 ft. pitch-pine lumber .....	12, 000 00	1	Ballast .....	.....
2	Boston .....	1	In port .....	1	420,000 ft. pitch-pine lumber .....	24, 000 00	1	In port .....	.....
1	Falkland Islands .....	2	Buenos Ayres .....	2	General cargo, hardware, &c .....	131, 000 00	2	Part inward cargo .....	.....
2	Buenos Ayres .....	1	Falkland Islands .....	1	Furs, &c .....	25, 000 00	1	Ballast .....	.....
		1	West Indies .....	1	Ballast .....	.....	1	.....do .....	.....
		1	Boston .....	1	.....do .....	.....	1	233 bales wool .....	17, 600 00
1	Portland .....	1	In port .....	1	210,000 ft. white-pine lumber .....	10, 000 00	1	In port .....	.....
1	Cardiff .....	1	.....do .....	1	1,650 tons coal .....	23, 500 00	1	.....do .....	.....
1	St. Mary's .....	1	.....do .....	1	298,000 ft. white-pine lumber .....	17, 000 00	1	.....do .....	.....
1	Cadiz .....	1	Paysander .....	1	600 tons salt .....	13, 000 00	1	Inward cargo .....	.....
1	Pensacola .....	1	In port .....	1	290,000 ft. pitch-pine lumber .....	15, 800 00	1	In port .....	.....
27	.....	27	.....	27	.....	735, 800 00	27	.....	110, 217 00
8	In port .....	1	Buenos Ayres .....	1	Before reported .....	.....	1	Part inward cargo .....	.....
		1	Rio de Janeiro .....	1	.....do .....	.....	1	Ballast .....	.....
		2	New York .....	2	.....do .....	.....	2	Hides and wool .....	171, 413 00
		1	Callao .....	1	.....do .....	.....	1	Ballast .....	.....
		1	West Indies .....	1	.....do .....	.....	1	.....do .....	.....
		1	Brazil .....	1	.....do .....	.....	1	.....do .....	.....
		1	In port .....	1	.....do .....	.....	1	In port .....	.....
1	Georgetown .....	1	Antwerp .....	1	207,000 ft. pitch-pine lumber .....	12, 000 00	1	360 bales wool .....	38, 000 00
3	Cardiff .....	1	Callao .....	1	1,040 tons coal .....	17, 500 00	1	Ballast .....	.....
		2	In port .....	2	3,350 tons coal .....	51, 000 00	2	In port .....	.....
1	Port Stanley .....	1	.....do .....	1	Ballast .....	.....	1	.....do .....	.....
1	New York .....	1	Buenos Ayres .....	1	Lumber, chairs, &c .....	87, 000 00	1	Part inward cargo .....	.....
1	Valencia .....	1	In port .....	1	Wine, oil, fruit, &c .....	72, 000 00	1	In port .....	.....
15	.....	15	.....	15	.....	239, 500 00	15	.....	209, 413 00
5	In port .....	1	Liverpool .....	1	Before reported .....	.....	1	Tallow and hides .....	70, 000 00
		1	Buenos Ayres .....	1	.....do .....	.....	1	Ballast .....	.....
		2	Callao .....	2	.....do .....	.....	2	.....do .....	.....
		1	Brazil .....	1	.....do .....	.....	1	.....do .....	.....
1	Rosario .....	1	Sold .....	1	Ballast .....	.....	1	Sold .....	.....
1	Bordeaux .....	1	In port .....	1	Wine, oil, brandy .....	73, 000 00	1	In port .....	.....
10	Cardiff .....	2	Callao .....	2	2,750 tons coal .....	43, 400 00	2	Ballast .....	.....
		1	Buenos Ayres .....	1	460 tons coal .....	8, 000 00	1	Part inward cargo .....	.....
2	Buenos Ayres .....	7	In port .....	7	8,536 tons coal .....	133, 000 00	7	In port .....	.....
		1	West Indies .....	1	Ballast .....	.....	1	Ballast .....	.....
2	Boston .....	1	In port .....	1	.....do .....	.....	1	In port .....	.....
1	New York .....	2	.....do .....	2	575,000 ft. lumber .....	28, 500 00	2	.....do .....	.....
		1	San Francisco .....	1	Ballast .....	.....	1	Ballast .....	.....

Quarter ended June 30, 1868. †

Quarter ended September 30, 1868. ‡

\* Entered: 1 ship, 8 barks, 6 brigs, 4 schooners—19, and 8 in port. Cleared: 2 ships, 8 barks, 7 brigs, 2 schooners—19, and 8 in port. Aggregate tonnage entered, 8,244.  
† Entered: 2 ships, 3 barks, 1 brig, 1 schooner—7, and 8 in port. Cleared: 2 ships, 3 barks, 2 brigs, 3 schooners—10, and 5 in port. Aggregate tonnage entered, 4,631.  
‡ Entered: 6 ships, 10 barks, 5 brigs, 1 steamer, 2 schooners—24, and 5 in port. Cleared: 2 ships, 5 barks, 2 brigs, 1 steamer, 2 schooners—12, and 17 in port. Aggregate tonnage entered, 14,914.

## Navigation and Commerce of the United States with Foreign Countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.
URUGUAY. MONTEVIDEO. <i>J. D. Long.</i> Quarter ended September 30, 1868—Continued.	1	New York .....	1	In port .....	450,000 ft. lumber .....	\$21,000 00	In port .....	.....
	1	Bahia .....	1	Brazil .....	250 casks rum .....	15,000 00	Ballast .....	.....
	2	Cherryfield .....	2	In port .....	625,000 ft. lumber .....	33,000 00	In port .....	.....
	2	Bangor .....	2	do .....	675,000 ft. lumber .....	35,000 00	do .....	.....
	1	Savannah .....	1	do .....	275,000 .....	18,000 00	do .....	.....
	29	.....	29	.....	.....	408,000 00	.....	\$70,000 00
ECUADOR. GUAYAQUIL. <i>G. P. Bredon.</i> 1st, 2d, and 3d quarters.....	.....	No reports .....	.....	.....	.....	.....	.....	.....
	.....	No arrivals .....	.....	.....	.....	.....	No departures .....	.....
	.....	.....	.....	.....	.....	.....	.....	.....
LIBERIA. MONROVIA. <i>J. Seyes.</i> Quarter ended December 31, 1867.*	3	In port .....	2	Bassa .....	Before reported .....	.....	Sailed for Gaboon .....	.....
	1	Bassa .....	1	Cape Mount .....	do .....	.....	Palm oil, camwood, ivory, coffee ..	6,431 06
	1	Boston .....	1	New York .....	do .....	6,000 00	Sailed for United States .....	.....
	1	New York .....	1	Bassa .....	Salt, provisions, dry goods .....	12,020 00	do .....	.....
	.....	.....	.....	do .....	Tobacco, rum, nails .....	37,500 00	do .....	.....
	.....	.....	.....	do .....	Tobacco, rum, provisions, lumber, cot- ton goods, hardware .....	55,520 00	do .....	6,431 06
Quarter ended March 31, 1868.†	3	Bassa .....	1	Fernando Po .....	Rum, tobacco, codfish, hardware .....	6,000 00	Sold .....	.....
	.....	.....	1	Baltimore .....	Flour, sugar, immigrants .....	12,830 75	Ballast .....	.....

3d and 4th quarters	1 New York	1 Palmas	1	Lumber, provisions, &c.	5,304 78	1 Cleared for Palmas	
	4	1 Bassa	1	General merchandise	19,045 00	1 On the coast	
	No reports		4		43,269 51		
AFRICA.							
GABOON.							
4. Perrot.							
Quarter ended December 31, 1867. †	1 Elmina	1 New York	1	Clocks, jewelry, ginger, ivory, wood, pepper, coffee, palm oil	6,224 53	1 Inward cargo	7,941 85
	1 Corisco	1 do	1	Lumber, nails, rum, wooden ware, provisions, &c.	3,945 42	1 In port	
	2	2	2		9,469 97		7,941 85
Quarter ended March 31, 1868. ‡	1 In port	1 New York	1	Before reported			
	1 Whydah	1 do	1	173 casks palm oil	12,250 00	1	147 00
	1 Fernando Po	1 St. Paul de Loanda	1	75 tons camwood	6,000 00	1	540 00
	3	3	3	34 ivory tusks	375 00	1	49 00
	No arrivals			Rum, tobacco, provisions	1,200 00	1	2,600 00
				do	1,600 00	1	12,250 00
					21,425 00	1	6,000 00
3d quarter							375 00
							2,940 00
							1,300 00
							25,401 00
Quarter ended September 30, 1868. §	1 Accra	1 New York	1	Provisions, kerosene oil	10,500 00	1 African produce, &c	16,235 92
MADAGASCAR.							
TANANIV.							
J. P. Finkelmeier.							
Quarter ended December 31, 1867.	No arrivals					No departures	

† Entered 3 brigs, and 3 in port. Cleared: 1 bark, 4 brigs, 1 schooner—4. Aggregate tonnage entered, 923.

‡ Entered and cleared: 1 schooner, 1 ship, 1 bark, 1 brig—4. Aggregate tonnage entered, 1,419.

§ Entered: 2 brigs. Cleared: 1 brig, and 1 in port. Aggregate tonnage entered, 498.

§ Entered: 1 bark, 1 schooner—2, and 1 in port. Cleared: 1 brig, 1 bark, 1 schooner—1. Aggregate tonnage entered, 493.

§ Entered and cleared: 1 brig. Tonnage entered, 351.

*Navigation and Commerce of the United States with Foreign Countries—Continued.*

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS ENTERED.		VESSELS CLEARED.		CARGOES INWARD.		CARGOES OUTWARD.	
	No. of Vessels	Where from.	No. of Vessels	Where for.	Description.	Value.	Description	Value.
MADAGASCAR.								
TANANIVARY.								
<i>J. P. Finkelman.</i>								
Quarter ended March 31, 1868.*	1	Salem .....	1	Salem .....	1 Cotton goods, &c .....	\$161,000 00	1 Part inward cargo.....	\$117,000 00
Quarter ended June 30, 1868.†	1	New York .....	1	Zanzibar .....	1 365 bales cotton goods, &c.....	169,000 00	1 1,099 bales cotton cloths.....	149,000 00
Quarter ended September 30, 1868.‡	1	Salem .....	1	Zanzibar .....	1 500 bales cotton goods, &c.....	350,000 00	1 317 bales cottons.....	290,000 00

\* Entered and cleared: 1 bark. Tonnage entered, 450. † Entered and cleared: 1 bark. Tonnage entered, 476. ‡ Entered and cleared: 1 bark. Tonnage entered, 492.

\* Entered and cleared: 1 bark. Tonnage entered, 450.

Showing the Navigation of the United States with each Consulate in each Foreign Country during each quarter of the year ended September 30, 1868, as far as data have been furnished by consular returns received at the Department of State.

(For aggregate values of cargoes, inward and outward, description and quantities of merchandise, aggregate tonnage entered, and other minor details, the tabular statements must be consulted.)

Country and consulate.	Name of consul.	NUMBER OF VESSELS.										TONNAGE.
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.		
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	
BRITISH DOMINIONS.												
Aberdeen .....	A. Brand.....	.....	.....	1	.....	.....	1	.....	.....	1	.....	963.94
Aden .....	W. H. Nichols .....	12	12	12	12	.....	.....	.....	.....	29	*5	24,148.09
Akyab .....	J. Dickie .....	3	1	12	12	5	.....	.....	.....	20	.....	13,997.
Antigua.....	H. A. Arundell .....	5	5	.....	.....	.....	.....	.....	.....	5	.....	493.
Barbadoes.....	J. G. Morton .....	31	30	51	48	63	65	29	29	174	.....	31,485.75
Bathurst .....	T. Brown .....	5	4	.....	.....	.....	.....	.....	.....	5	.....	14,607.
Bassien .....	J. Henderson .....	1	.....	1	1	2	.....	.....	.....	4	.....	14,577.
Belfast .....	T. R. King .....	1	.....	1	2	.....	.....	.....	.....	2	.....	1,554.18
Belize, Honduras .....	A. C. Prindle.....	4	3	6	7	7	.....	.....	.....	24	6	6,239.09
Black River, Jamaica .....	J. W. Leyden.....	1	1	1	1	.....	.....	.....	.....	3	1	960.
Bombay.....	C. C. Coburn.....	9	2	6	12	12	4	14	18	41	.....	42,274.
Bristol .....	Z. Eastman.....	5	2	1	4	6	3	11	13	23	.....	14,028.
Calcutta.....	J. W. Linza.....	14	10	15	21	14	12	16	10	59	.....	44,906.42
Cape Town .....	Geo. Girard.....	3	3	5	6	1	1	.....	.....	9	.....	6,365.
Ceylon .....	G. W. Prescott .....	2	3	.....	.....	4	3	.....	.....	11	4	7,027.67
Cobourg .....	E. S. Winans.....	5	5	.....	.....	.....	.....	.....	.....	15	.....	2,523.
Cowes .....	T. Harling .....	2	2	3	3	.....	.....	.....	.....	8	.....	11,634.
Demerara .....	T. Fyvelmesy .....	21	19	18	23	19	16	16	16	74	.....	14,560.66
Dublin .....	W. B. West .....	.....	.....	15	15	.....	.....	.....	.....	5	.....	2,688.37
Dundee .....	J. Smith .....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....
East Harbor, Turk's Island.....	E. Jones .....	7	7	4	4	.....	.....	.....	.....	16	.....	3,482.20
Falmouth .....	A. Fox.....	2	1	.....	1	4	4	5	5	9	.....	6,440.22
Falmouth, Jamaica .....	R. Nunes.....	3	2	2	3	2	1	3	3	7	.....	780.
Gibraltar.....	H. J. Sprague .....	13	11	16	14	11	11	.....	.....	61	17	23,877.05
Gloucester.....	E. L. Kendall.....	4	3	.....	.....	.....	.....	.....	.....	4	.....	1,558.
Goodrich .....	T. Alcock .....	.....	.....	.....	.....	11	11	.....	.....	23	.....	14,430.
Halifax .....	M. M. Jackson.....	.....	.....	11	11	27	27	12	.....	38	.....	22,083.
Hamilton.....	J. B. Jones .....	3	3	.....	.....	.....	.....	.....	.....	3	.....	116.93
Hamilton, Bermuda.....	J. T. Darrell .....	5	7	5	3	14	16	14	13	38	.....	5,746.91

\* From July 1 to August 26.

† Six months, from July 1 to December 31, 1867.





Trinidad .....	O. C. Allen.....	13	8	12	16	8	9	3	36	36	8,184.48
Turk's Island.....	J. C. Crismon .....	10	10	13	13	8	6	14	44	43	8,894.
Victoria, Vancouver's Island.....	A. Francis .....			37	38	28	28	34	100	100	21,120.
Weymouth .....	W. Roberts.....										
FRENCH DOMINIONS.											
Bordeaux .....	W. E. Gleeson .....	4	5		4	5			9	9	6,039.90
Oette.....	L. S. Nahmens .....	3	4	2	2	2	2	1	9	9	3,855.57
Havre.....	D. Morris .....	14	19	57	54	34	37	17	121	127	91,583.62
La Rochelle .....	T. P. Smith .....										
Marvelles .....	M. F. Conway .....	22	15	22	29	18	13	15	88	72	35,073.
Nantes .....	G. M. Towle .....			2	2				2	2	1,888.93
Napoleon-Vendée .....	J. W. McClure .....										
Point-a-Pitre .....	H. Thionville.....	6	6	13	13	9	9	6	34	34	5,538.35
St. Martin .....	C. Ray .....	10	10			4	4	2	16	16	6,200.87
St. Nazaire .....	J. Van Duym .....							1	1	1	
St. Pierre, Miquelon .....	J. P. Frecker.....	1	1			5	4	1	6	6	542.
St. Pierre, Martinique.....	M. J. Gonzales .....	25	25						25	25	6,578.74
Tahiti.....	J. Vandoz .....	4	3	7	7	6	4		19	18	4,015.
SPANISH DOMINIONS.											
Aquadilla .....	E. Kennisch .....			5	5	6	6	1	12	12	1,999.03
Alicante.....	W. L. Giro .....	1	1					3	5	4	1,568.
Arecibo, Porto Rico.....	F. Fernandez.....	3	3	5	3	6	5	8	22	19	4,228.17
Baracoa .....	P. C. Alayo .....	4	4	7	7	27	27	7	45	45	4,872.75
Barcelona .....	J. A. Little .....	3	3	2	3	2	2	2	11	10	4,031.46
Bilbao .....	L. Dahl .....										
Cadiz .....	R. F. Farrell .....	12	5	6	11	11	12	27	56	48	20,567.
Cardenas.....	N. Cross .....	36	23	95	100	166	149		297	272	62,306.41
Cienfuegos .....	A. F. Cavada .....	9	4	79	69				110	107	33,640.
Denia .....	J. Morand .....	2	2					7	9	8	2,963.64
Gibara, Cuba.....	E. R. Codrington .....	1	1	2	2	3	3	1	7	7	1,724.93
Guantanamo .....	J. A. Plano .....					10	10	8	18	18	5,528.
Guayma .....	E. M. Verges .....	3	2	31	23	26	39	13	77	77	16,076.72
Havana .....	H. R. de La Reintrie.....	183	161	211	224	238	233	106	725	724	382,273.65
Malaga .....	A. M. Hancock .....	20	20	4	5	5	7	18	57	50	19,069.
Manzanillo .....	M. R. Ecaz .....			18	16	122	122	5	35	33	8,546.
Matanzas.....	H. C. Hall .....	34	28	126	118	168	164	62	369	372	108,882.86
Mayaguez.....	J. C. Coxe .....	16	14	21	20	33	33	9	79	78	13,666.38
Naguabo, Humacao, and Fajardo.....	W. Haddock .....	57	53			11	12	6	24	21	4,795.
Nuevitas .....	R. Rousa .....	9	5	23	21	35	35	11	73	72	20,387.35
Ponce, Porto Rico .....	P. J. Minville .....	9	9	42	39	32	33	16	94	97	18,079.08
Sagua la Grande.....	J. H. Horner .....	7	7	80	38	95	108	29	206	182	66,087.56
San Andres .....	P. W. Livingston.....			10	10				10	10	1,066.40
San Juan, Porto Rico.....	A. Jourdan.....	12	9	13	15	23	23	10	56	57	10,873.91
San Juan de los Remedios.....	I. Stone .....	7	7	34	28	55	50	22	107	107	31,228.84
Santiago de Cuba.....	E. F. Wallace .....	9	6	25	25	27	27	12	67	70	19,683.
Santiago, Cape de Verde.....	B. Tripp, jr .....	20	20	3	3	3	3	1	27	27	4,881.
Seville .....	J. Cunningham.....			1	1			1	2	2	419.

\* Six months, from June 30 to December 31, 1867.

† From July 1 to December 31, 1863.

‡ January 1 to June 30, 1868.

§ From October 1, 1867, to March 31, 1867.

### COMMERCIAL RELATIONS.

### Recapitulation—Continued.

Country and consulate.	Name of consul.	NUMBER OF VESSELS.										TONNAGE.
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.		
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	
SPANISH DOMINIONS.—Continued.												
Tarragona .....	J. A. Little .....	7	7	1	1	1	1	4	4	13	13	4,577.14
Tynercliffe .....	W. H. Dabney .....	11	10	2	3	4	4	5	5	23	23	5,791.
Trinidad de Cuba .....	F. F. Cavada .....	7	.....	47	49	40	35	4	14	98	98	28,382.76
Port Mahon .....	H. B. Robinson .....	14	18	2	2	.....	.....	.....	.....	20	20	9,879.
Valencia .....	J. D. Robertson .....	7	8	1	1	.....	.....	.....	.....	8	8	7,804.01
Zuma .....	D. B. Isuaga .....	1	1	10	10	.....	.....	6	6	17	17	5,739.
PORTUGAL.												
Fayal .....	C. W. Dabney .....	26	31	.....	1	7	7	62	34	95	93	22,378.
Funchal .....	C. A. Leas .....	3	3	.....	1	4	3	3	4	10	10	3,013.
Lisbon .....	C. A. Munroe .....	4	3	2	3	3	2	11	11	20	20	6,575.69
Oporto .....	H. W. Dimm .....	3	3	1	1	1	1	1	.....	6	5	1,676.
BELGIUM.												
Antwerp .....	J. Wilson .....	13	8	7	14	12	17	19	13	50	52	35,505.
Ghent .....	D. Levinson .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NETHERLANDS.												
Amsterdam .....	C. Mueller .....	4	.....	.....	.....	2	.....	3	4	5	4	4,765.42
Rotterdam .....	S. Higgins, Jr. ....	10	10	3	3	4	2	5	6	16	16	13,215.93
Curacao .....	J. Faxon .....	2	2	1	1	1	1	2	4	20	20	3,886.
Pandang .....	A. Van Gils .....	2	2	1	1	1	1	.....	.....	4	4	2,065.96
Paramaribo .....	H. Sawyer .....	2	3	2	1	3	1	1	4	8	9	1,467.99
Rotterdam .....	A. Rhodes .....	3	4	3	1	2	2	3	3	11	10	7,121.55
OLDENBURG.												
Brake .....	B. Muller .....	.....	.....	.....	.....	1	.....	1	1	2	1	162.
HAMBURG TOWNS.												
Bremerhaven .....	F. W. Specht .....	1	3	5	2	5	6	5	6	16	17	10,918.
Hamburg .....	S. F. Williams .....	1	1	1	1	3	3	2	2	7	7	5,375.
DESSAUX.												





MEXICO.

Acapulco.....	21	22	22	19	31	32	30	104	103	266,030.
Guaymas.....	6	6	21	20	6	6	6	13	12	11,824.
Manzanillo.....	6	6	12	12	38	39	35	100	100	199,562.
Mazatlan.....		1	5	3	19	18	17	55	53	50,032.93
Minatitlan.....			3	3	1	2	3	8	9	1,945.69
Laguna.....			3	3				3	3	620.65
Tampico.....	4	4	8	8	5	5		17	17	1,807.
Vera Cruz.....	13	13	12	10	10	11	5	40	39	22,186.

HONDURAS.

Omoa.....	2	2	1	1	2	2	1.	6	6	1,024.84
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NICARAGUA.

San Juan del Sur.....	12	12	12	12	12	12	11	47	47	46,358.
San Juan del Norte.....	4	4	3	3	2	2		9	9	12,156.53

VENEZUELA.

Laguayra.....	8	8	1	1	10	10		19	19	5,151.73
Puerto Cabello.....	1	1						1	1	677.

UNITED STATES OF COLOMBIA.

Cartagena.....	1		4	4	2	3	6	13	13	2,368.02
Panama.....	26	23	23	21				49	44	86,882.
Savanilla.....	1	1	6	5	3	3	3	13	13	2,007.28
San Andres.....					11	11		11	11	992.46

BRAZIL.

Bahia.....	7	7	8	3	9	9	7	31	33	53,688.57
Maranham.....	1	1	3	3	4	3	3	11	10	2,643.43
Pará.....	14	13	10	11	13	12	17	54	54	56,118.72
Pernambuco.....	10	10	9	9	16	15	10	45	44	58,052.22
Rio Grande do Sul.....	2	2	3	3	2	2	2	9	9	1,583.
Rio de Janeiro.....	23	38	22	22	27	20	36	94	110	86,470.
Santos.....	6	6			3	3		9	9	4,484.90
St. Catharine's.....	6	6			6	7		12	13	3,707.

PERU.

Callao.....	12	11	10	10	16	16	23	61	59	69,562.
Lambayeque.....	4	4	1	1				5	5	1,256.
Palta.....								30	30	6,804.
Tumbes.....							9	9	4	2,165.

CHILL.

Talcahuano.....	4	5	24	17	12	18	1	41	41	14,254.
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\* From November 1, 1867, to June 30, 1868.

† From January 1 to June 30, 1868.

‡ For the whole year.

RECAPITULATION.



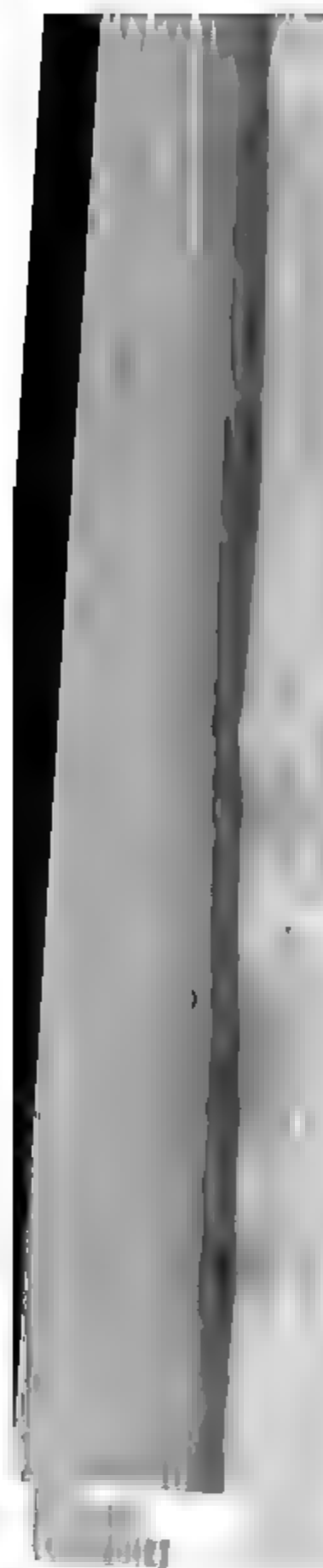


Comparative table showing the Tonnage of American vessels engaged in Foreign Trade for the past Nine Years, from the year 1860 to 1868, (both inclusive,) together with the Increase and Decrease during said period, as compiled from consular returns.

DECREASE.			INCREASE.		
Year.	Tonnage.	Decrease.	Year.	Tonnage.	Increase.
1860.....	5,903, 780. 02	.....	1865.....	3, 554, 990. 94	554, 644. 21
1861.....	5, 020, 069. 90	883, 640. 12	1866.....	4, 414, 393. 95	859, 403. 01
1862.....	4, 305, 805. 28	714, 294. 62	1867.....	4, 881, 353. 60	466, 959. 65
1863.....	4, 148, 860. 40	156, 944. 88	1868.....	5, 724, 766. 15	843, 402. 55
1864.....	3, 000, 342. 73	1, 148, 517. 67	Total.....	.....	2, 724, 423. 42
Total.....	.....	2, 903, 437. 29	Total decrease for nine years .....	.....	179, 013. 87







1948









